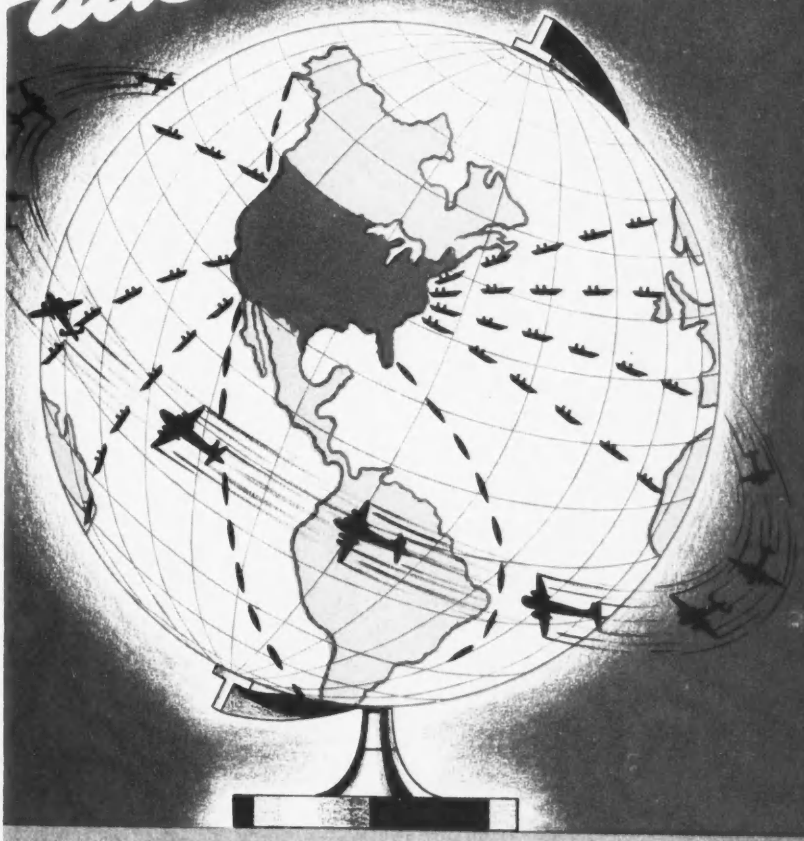
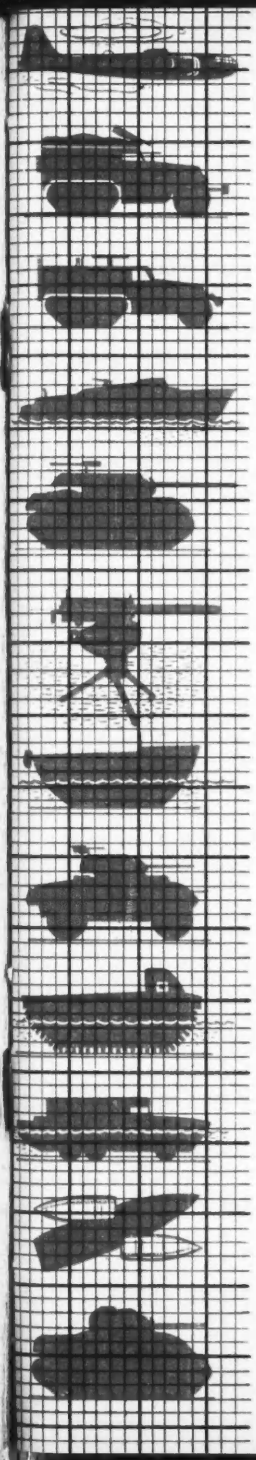
RG29.101 A92 1944 and 1945

AUTOMOBILE Facts and Figures



TOMOBILE MANUFACTURERS ASSOCIATION

26th Edition · 1944 and 1945



THE beginning of the fourth year of all-out war production in the automotive industry finds the demands for armaments on all the fighting fronts undiminished, although the emphasis on types of weapons has changed considerably.

Approximately $24 billions of aircraft products, guns, ammunition, tanks, military vehicles and scores of other war products have poured out of the industry's 1,000 plants reaching from coast to coast. Thousands of subcontractors in 44 states have made this huge stream of fighting equipment possible—at a rate double that of the peak peacetime year.

Using total dollar values as a yardstick, the deliveries of aircraft products as of the last quarter of 1944 had increased to a point twelve times the level at time of Pearl Harbor; tank production had multiplied eight times; guns, nearly seven times; marine items, six times; ammunition, four times; military vehicles, three times; and miscellaneous war items, ten times. The increase in physical volume would have been considerably greater than this since the cost per unit to the government has been greatly reduced in the past three years.

In addition to presenting data on the progress of war production in the automotive industry, this booklet summarizes factual information available on the vital role played by automotive transportation in furtherance of the war effort.

This is the twenty-sixth edition of Automobile Facts and Figures published since World War I. No edition was published in 1944.

AUTOMOBILE MANUFACTURERS ASSOCIATION
New Center Building, Detroit 2, Michigan

AUTOMOTIVE HISTORY
COLLECTION

APR 23 '45

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New Center Building, Detroit 2

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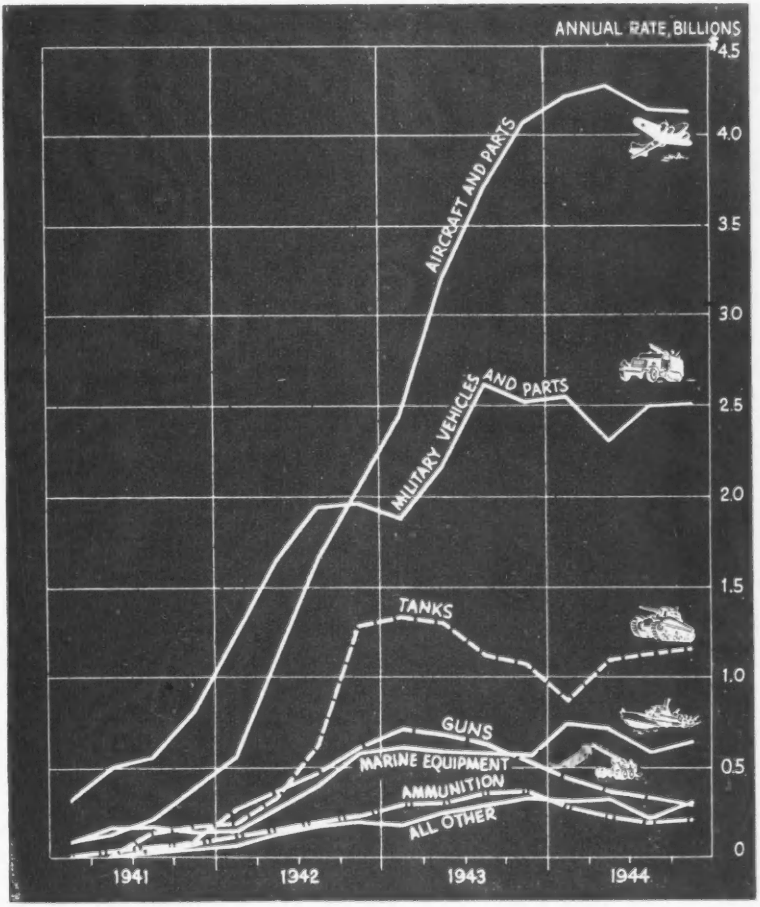
(A list of members is given on page 58 and 59)

v Auto Manu

War Products Delivered by The Automotive Industry

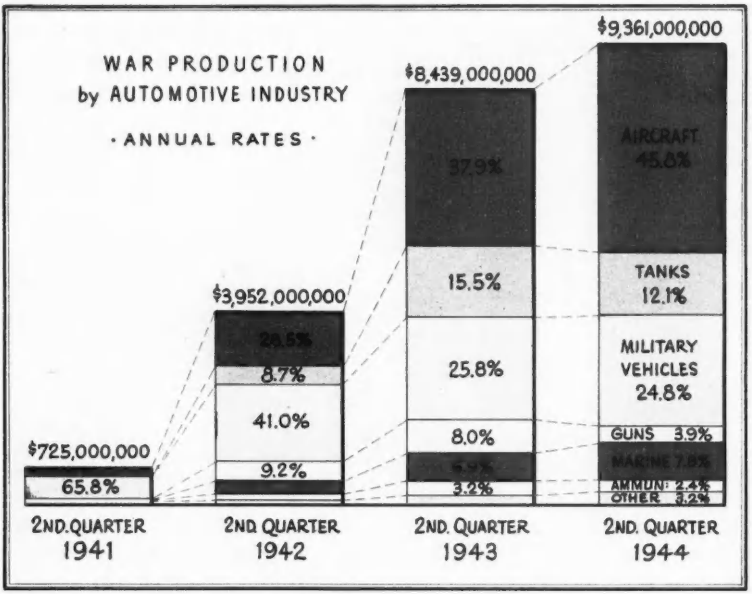
Aircraft and Parts Deliveries at Annual Rate of $4¼ Billions



Total dollar figures do not reflect adequately the trend in physical volume of deliveries, because prices have declined continuously, due to manufacturing efficiencies, production short-cuts and volume output. Price trend chart is shown on page six.

SOURCE: Automotive Council for War Production.

Aircraft Comprises 45% of Automotive Industry Deliveries



Deliveries of War Products by Categories by the Automotive Industry

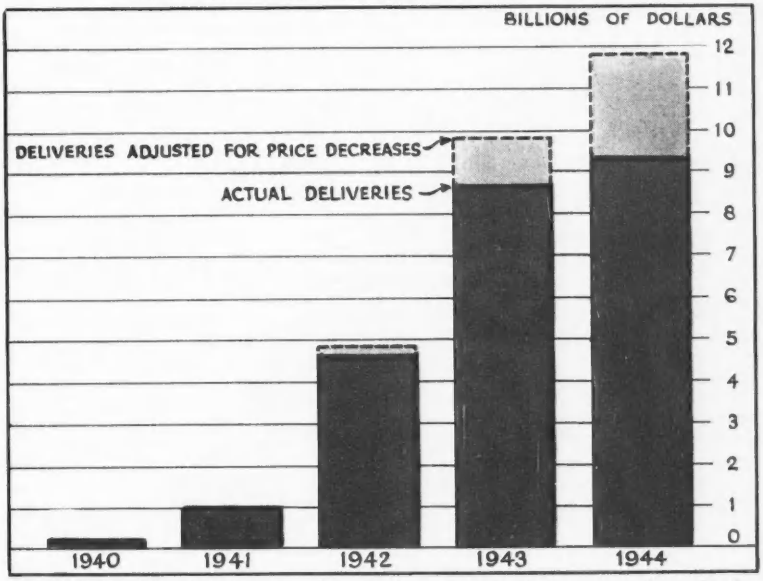
IN THOUSANDS

By Quarters	Aircraft Engines and Parts	Tanks and Parts	Motor Vehicles and Parts	Guns	Marine Equip.	Ammunition	All Other	Total
Sept. 1, 1939 to Dec. 31, 1940..	$ 23,286	—	$115,863	$ 338	$ 17,016	$ 187	$ 1,293	$ 157,983
1941—First...	17,415	—	75,943	397	17,378	347	253	111,733
—Second.	26,364	1,130	119,245	1,711	28,232	2,904	1,772	181,358
—Third..	48,107	25,332	134,251	11,874	29,313	8,006	2,134	259,017
—Fourth.	86,446	35,154	199,705	13,548	25,253	13,564	6,335	381,045
1942—First...	139,690	41,773	304,142	58,278	29,673	22,995	14,877	611,428
—Second.	281,238	85,894	404,751	90,507	65,591	32,469	27,624	988,074
—Third..	404,181	153,472	489,353	123,312	108,408	46,702	39,918	1,365,346
—Fourth.	517,566	316,975	491,398	153,284	143,156	53,563	50,202	1,726,124
1943—First...	617,016	332,532	467,035	171,981	146,702	68,667	47,802	1,851,735
—Second.	799,738	327,250	543,931	167,833	144,583	68,085	58,340	2,109,760
—Third..	951,093	286,219	656,245	166,251	140,880	80,396	72,225	2,353,309
—Fourth.	1,022,893	271,740	630,676	129,991	137,271	79,156	74,798	2,346,525
1944—First...	1,055,751	214,496	633,530	108,949	184,938	68,658	72,513	2,338,835
—Second.	1,070,799	281,919	580,337	91,906	183,095	57,101	75,163	2,340,320
—Third..	1,036,026	277,027	622,727	87,783	154,107	53,614	62,071	2,293,355
—Fourth*	1,030,000	295,000	627,000	73,000	166,000	55,000	78,000	2,324,000
Total: Sept. 1, 1939 to Dec. 31, 1944	$9,127,609	$2,945,913	$7,096,132	$1,450,923	$1,722,638	$711,414	$685,320	$23,739,947
By Years								
1940.....	22,237	—	102,105	338	15,441	187	1,266	141,575
1941.....	178,333	61,616	529,144	27,530	101,216	24,821	10,494	933,154
1942.....	1,342,676	598,113	1,689,644	425,361	346,838	155,730	132,620	4,690,971
1943.....	3,390,739	1,217,741	2,297,887	636,056	569,437	296,304	253,166	8,661,330
1944*.....	4,193,000	1,068,000	2,465,000	362,000	688,000	234,000	288,000	9,298,000

SOURCE: Automotive Council for War Production. *Preliminary.

Savings to U. S. Government from Price Reductions by Automotive Industry

At First Quarter 1942 Contract Prices, The 1944 War Deliveries Would Have Cost $2,500,000,000 More Than They Did



Actual dollar deliveries of war products by the automotive industry are shown by the solid portions of the bars. Since prices of war products delivered by the industry have declined steadily, due to manufacturing efficiencies, production short-cuts and volume output, the dollar totals fail to show adequately the actual trend of physical output by the industry. If prices had remained unchanged since the first quarter of 1942 the dollar output of the industry would have reached the points indicated by the shaded portions of the bars. For price trends see chart on page 6.

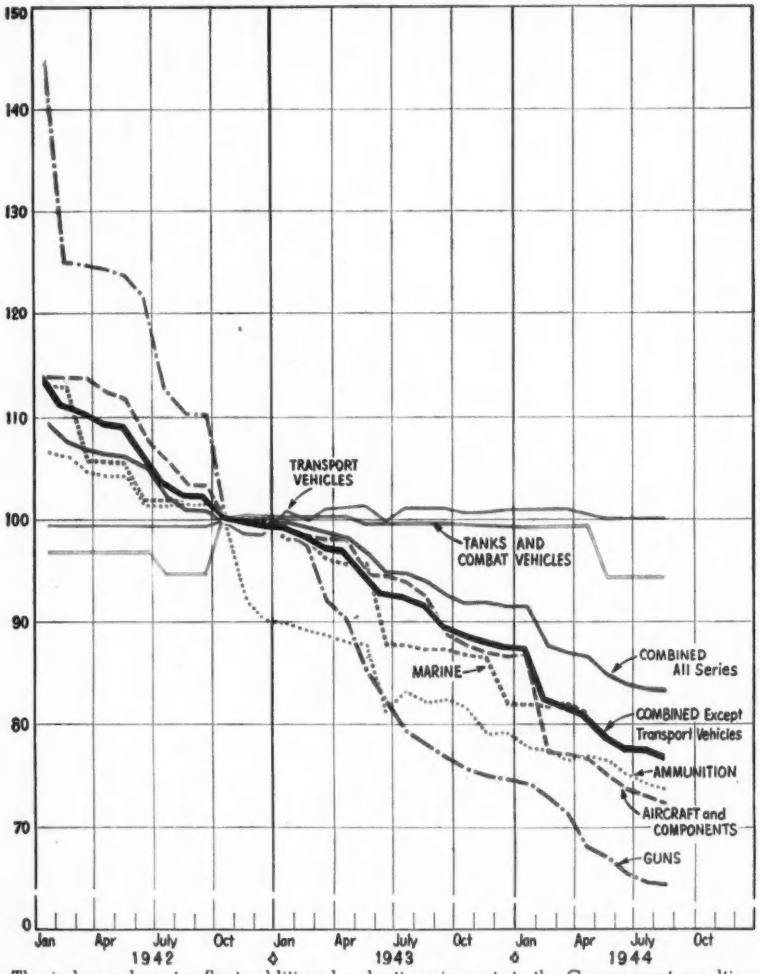
Percentage Distribution by Types of War Products Delivered by the Automotive Industry

By Quarters	Aircraft, Engines and Parts	Tanks and Parts	Motor Vehicles and Parts	Guns	Marine Equip.	Ammunition	All Other	Total
Sept. 1, 1939 to Dec. 31, 1940	14.7%	—	73.3%	.2%	10.8%	.1%	.8%	100%
1941—First	15.5	—	68.0	.4	15.6	.3	.2	100
—Second	14.5	.6%	65.8	.9	15.6	1.6	1.0	100
—Third	18.6	9.8	51.8	4.6	11.3	3.1	.8	100
—Fourth	22.7	9.2	52.4	3.6	6.9	3.6	1.7	100
1942—First	22.8	6.8	49.7	9.5	4.9	3.8	2.4	100
—Second	28.5	8.7	41.0	9.2	6.6	3.3	2.8	100
—Third	29.6	11.2	35.8	9.0	7.9	3.4	2.9	100
—Fourth	30.0	18.4	28.5	8.9	8.3	3.1	2.9	100
1943—First	33.3	18.0	25.2	9.3	7.9	3.7	2.6	100
—Second	37.9	15.5	25.8	8.0	6.9	3.2	2.8	100
—Third	40.4	12.2	27.9	7.1	6.0	3.4	3.1	100
—Fourth	43.6	11.6	26.9	5.5	5.8	3.4	3.2	100
1944—First	45.1	9.2	27.1	4.7	7.9	2.9	3.1	100
—Second	45.8	12.1	24.8	3.9	7.8	2.4	3.2	100
—Third	45.2	12.1	27.2	3.8	6.7	2.3	2.7	100
—Fourth*	44.3	12.7	27.0	3.1	7.1	2.4	3.4	100

SOURCE: Automotive Council for War Production. *Preliminary

Contract Prices Reduced One Third Since January 1942 on War Products Produced by the Automotive Industry

Contract Price Index on Guns Indicates Reduction of 56%

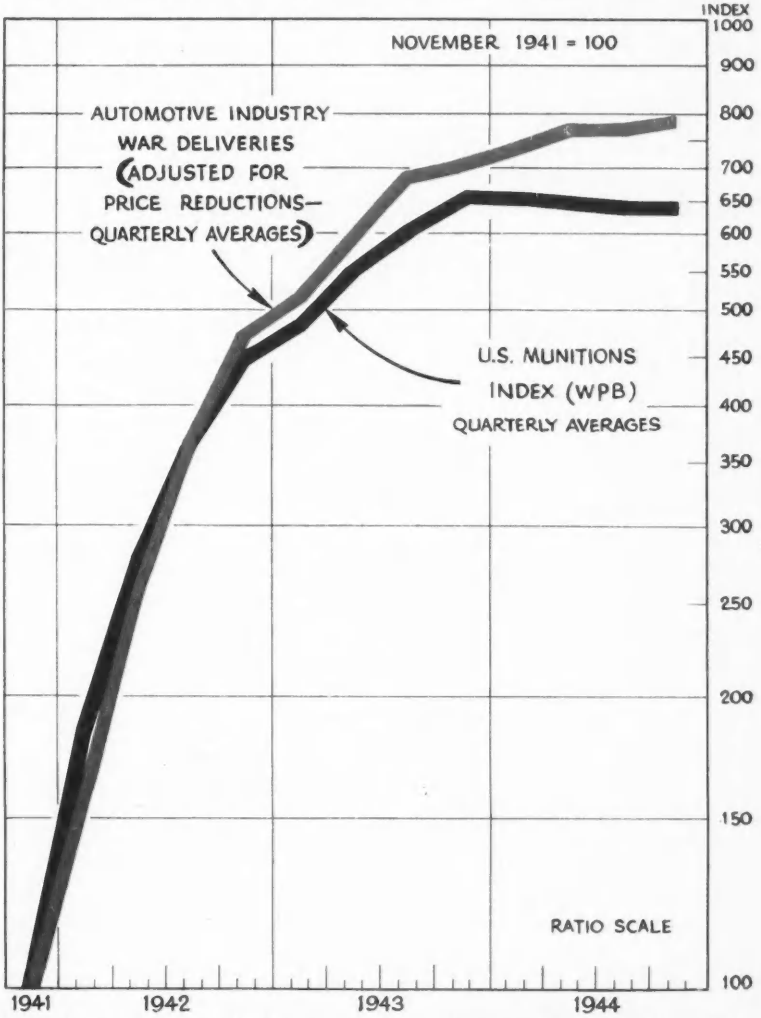


The indexes do not reflect additional reductions in costs to the Government resulting from voluntary lump sum refunds by contractors, nor overall lump sum reductions resulting from renegotiations by the Price Adjustment Boards. The index merely shows the trend in contract prices.

SOURCE: Computed from price index data compiled by the War and Navy Departments.

Automotive Industry War Deliveries Compared with War Production by All Industries

Both Curves Represent Trends in Physical Volume, with Price Held Constant



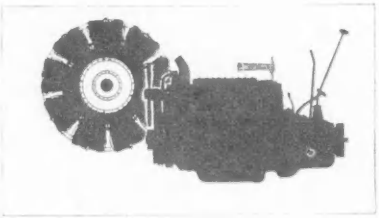
SOURCE: Automotive industry war deliveries adjusted for contract price reductions (see index page 6), from Automotive Council for War Production; U. S. Munitions Index, from War Production Board.

Millions of Units of Combat Equipment Produced by the Automotive Industry

Between June 1, 1940 and Jan. 1, 1945

3,392,000 Engines

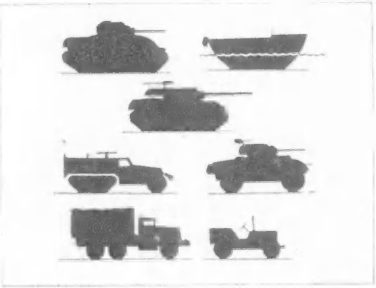
	Units
Aircraft	345,000
Marine	148,000
Tank	124,000
Military Truck	2,775,000
Total	**3,392,000**



2,387,000 Tanks and Military Trucks

	Units
Tanks	39,000
Amphibian Tanks	2,800
Gun Carriages (Tank type)	21,000
Gun Carriages, Other, Armored Cars	105,000
Sub-Total, Combat Units	**167,800**
Military Trucks*	2,220,000
Total	**2,387,800**

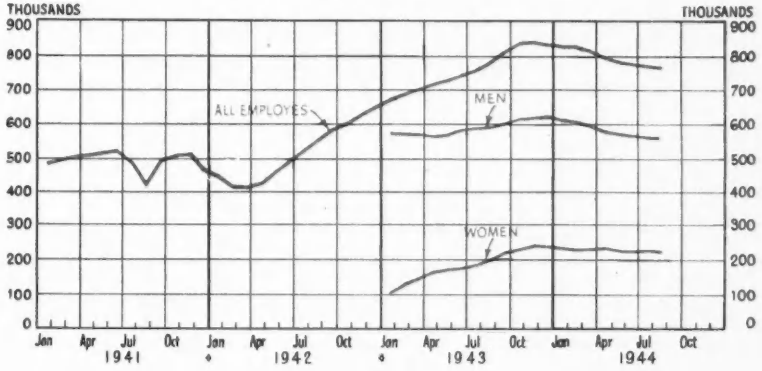
*Military Trucks produced since September 1, 1939 totaled 2,246,000 units.



4,741,000 Guns

	Units
Carbines and Rifles	2,700,000
Machine Guns	1,260,000
Anti-Aircraft Guns	144,000
Other Guns	637,000
Total	**4,741,000**

Automotive Employment Trend Lower Since November 1943



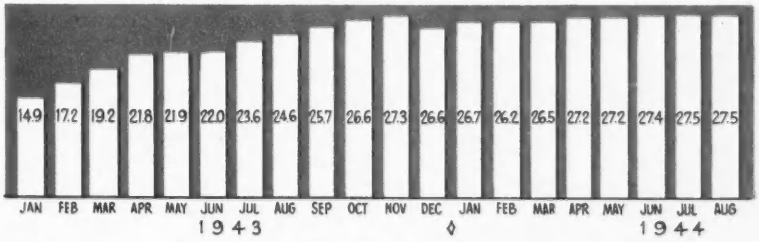
Average Number of Wage Earners in U. S. Plants Formerly Manufacturing Motor Vehicles and Bodies

Includes Government-Owned Plants Operated by These Companies

Thousands	1941 Total	1942 Total	1943 Men	1943 Women	1943 Total	1944 Men	1944 Women	1944 Total
January	480	437	561	98	659	598	214	812
February	489	406	559	116	675	593	210	803
March	497	404	556	132	688	581	210	791
April	504	419	550	153	703	566	212	778
May	511	450	556	156	712	555	207	762
June	514	479	567	160	727	548	207	755
July	480	512	568	175	743	543	206	749
August	420	540	576	188	764	541	205	746
September	482	570	591	204	795	533	198	731
October	502	589	600	217	817	522	190	712
November	505	612	599	225	824	512	178	690
December	561	636	601	218	819	509	169	678*
Average	487	505	574	170	744	550	201	751

*Preliminary

27% of Auto Wage Earners Are Women



Automotive Industry Produces 26% of War

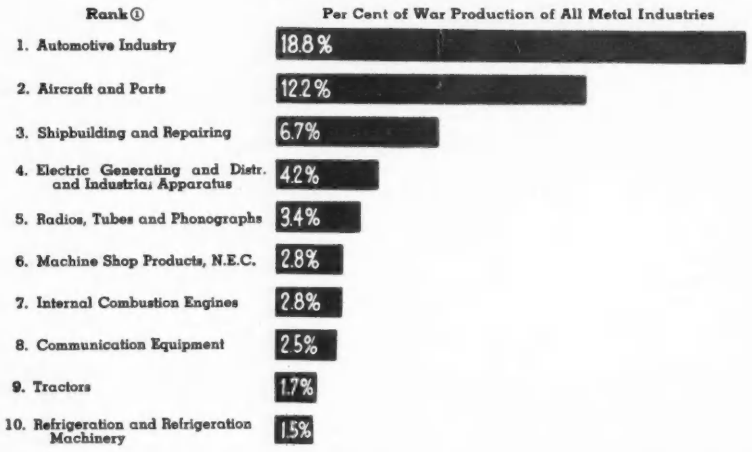
Shipments (Nearly All War Products) from Metal Fabricating Plants During First 10 Months, 1944 Including New War Plants

Shipments involve large amounts of duplication in that each subcontractor and parts supplier reports to The War Production Board value of shipments from his plant, as well as the prime contractor or producer of the end product, on WPB Form No. 732.

Assume proportion of duplication is the same in all metal industries as in the automotive industry.

SOURCE: U. S. Department of Commerce.

Automotive Industry Ranks First in War Production Among Ten Largest Metal Working Industries



① Per cent of all metal products shipped during First Quarter 1944; industries are ranked according to Census Bureau classification of industries in 1939. Government operated and new plants are not included, since their output was not segregated according to prewar industrial groups operating them.

SOURCE: Based on report "Metal Products, Part I, Value of Shipments and Unfilled Orders, by Product, Pre-War Industry, and Claimant Agency, 1st Quarter, 1944," issued by The War Production Board.

Products Produced by Metal Working Industries

War Shipments by the Automotive Industry and by All Metal Products Industries Exclusive of Government-Operated and New Plants

First Quarter, 1944	Automotive Industry ①	All Metal Products Industries	Percent Automotive
Ammunition, 20mm. and above	$87,046,000	$369,748,000	23.5
Ammunition, under 20 mm	14,538,000	55,951,000	26.0
Bombs, Depth Charges, Mines and Torpedoes	36,591,000	147,988,000	24.7
Guns and Mounts, 20mm. and above	77,231,000	256,455,000	30.1
Machine Guns, under 20mm.	8,727,000	66,456,000	13.1
Small Arms, under 20mm.	12,863,000	82,134,000	15.7
Fire Control Equipment	1,668,000	153,834,000	1.1
Combat Tanks and Parts	199,397,000	371,152,000	53.7
Armored, Scout, Half-Track Vehicles, Parts	208,729,000	235,673,000	88.6
Aircraft and Parts	315,750,000	1,821,376,000	17.3
Aircraft Engines and Parts	351,624,000	865,304,000	40.6
Aircraft Propellors and Parts	3,891,000	64,173,000	6.1
Aircraft Accessories	51,357,000	160,510,000	32.0
Aircraft Instruments	16,183,000	156,844,000	10.3
Airplane Landing Mats	1,650,000	14,848,000	11.1
Auxiliary Vessels	2,145,000	235,066,000	.9
Navigation Instruments	3,670,000	33,553,000	10.9
Ship Equipment and Parts, N.E.C.	10,156,000	139,185,000	7.3
Motor Vehicles (Except Combat)	408,009,000		
Motor Vehicle Parts (Except Combat)	330,757,000		
Motor Buses	4,321,000		
Motorized Fire Apparatus	1,100,000		
Portable Fire Extinguishers & Stirrup Pumps	3,480,000		
Diesel Engines & Acc.	8,745,000		
Internal Combustion Engines & Acc.	22,005,000	8,116,471,000	13.6
Marine Engines (Except Steam)	31,403,000		
Cranes, Hoists, Winches, Derricks	4,432,000		
Tractors, Wheel Type	10,755,000		
Radio and Radar Equipment	8,002,000		
Motors and Generators	9,122,000		
Industrial Trucks and Tractors	1,155,000		
All Others ②	257,325,000		
Total Shipments	$2,502,827,000	$13,346,721,000	18.8

NOTE: The shipments data represent the value of products at points of shipment and, therefore, include duplication of the value of parts and sub-assemblies which are received for further fabrication or assembly from other plants. Primary metal fabricators and small producers are not included.

①—Includes the following three groups: Motor Vehicles and Parts, Automobile Stampings, and Automotive Electrical Equipment.

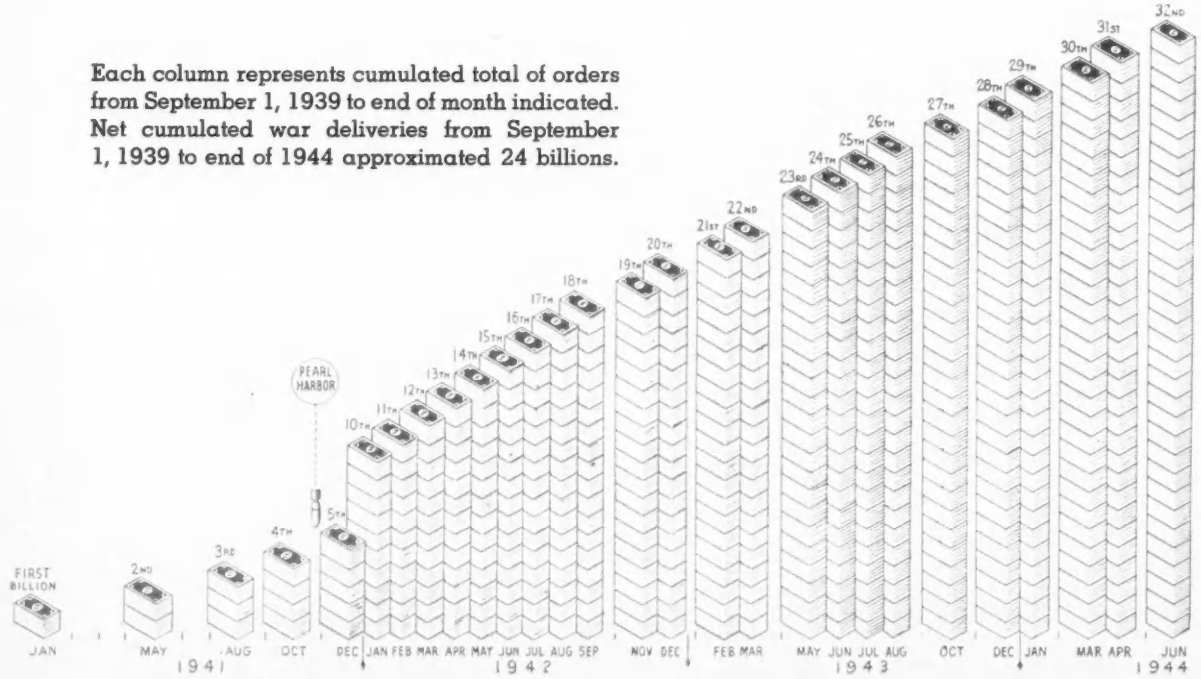
②—Includes civilian type products and combat items other than those shown here in detail.

SOURCE: Based on report "Metal Products, Part I, Value of Shipments and Unfilled Orders, by Product, Pre-War Industry, and Claimant Agency, 1st Quarter, 1944," issued by the War Production Board.

Automotive Industry's War Effort Is Shared by Contractors from Coast to Coast
56 Cents of Every $1 Goes to Subcontractors and Vendors
SUBCONTRACTORS
ARE LOCATED IN
1375 CITIES
IN 44 STATES
DOTS REPRESENT CITIES

Cumulative War Orders Placed with the Automotive Industry Have Passed 32 Billions

Each column represents cumulated total of orders from September 1, 1939 to end of month indicated. Net cumulated war deliveries from September 1, 1939 to end of 1944 approximated 24 billions.



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Chairman: J. H. Marks

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Chairman: P. O. Peterson

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Chairman: I. B. Babcock

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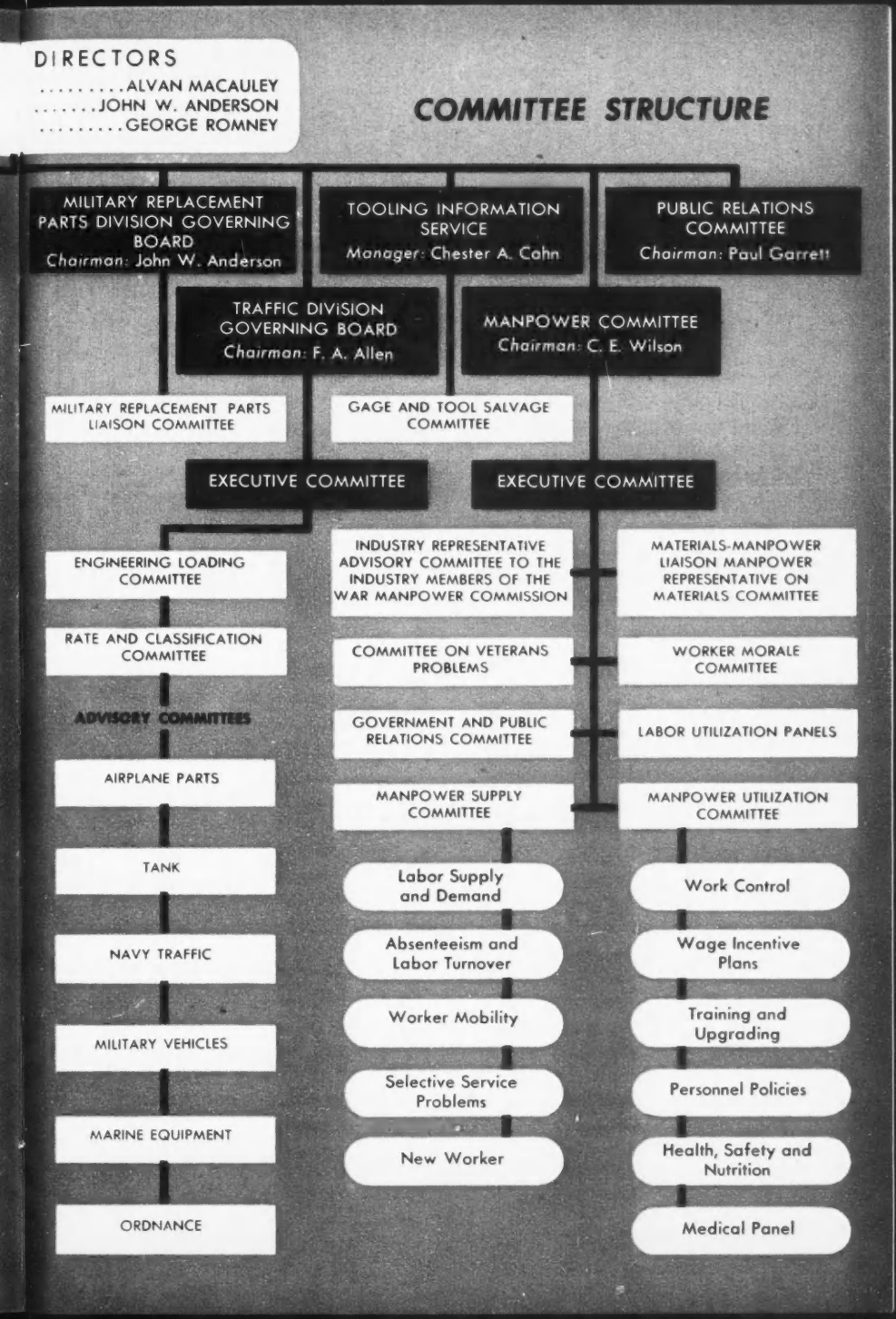
EDUCATIONAL COMMITTEE

AIRFRAMES SERVICE COMMITTEE

MVD-ORDNANCE COORDINATING GROUP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.....ALVAN MACAULEY
.....JOHN W. ANDERSON
.....GEORGE ROMNEY
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MILITARY REPLACEMENT PARTS DIVISION GOVERNING BOARD
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Chairman: C. E. Wilson
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GAGE AND TOOL SALVAGE COMMITTEE
EXECUTIVE COMMITTEE
EXECUTIVE COMMITTEE
ENGINEERING LOADING COMMITTEE
RATE AND CLASSIFICATION COMMITTEE
ADVISORY COMMITTEES
AIRPLANE PARTS
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INDUSTRY REPRESENTATIVE ADVISORY COMMITTEE TO THE INDUSTRY MEMBERS OF THE WAR MANPOWER COMMISSION
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GOVERNMENT AND PUBLIC RELATIONS COMMITTEE
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Labor Supply and Demand
Absenteeism and Labor Turnover
Worker Mobility
Selective Service Problems
New Worker
MATERIALS-MANPOWER LIAISON MANPOWER REPRESENTATIVE ON MATERIALS COMMITTEE
WORKER MORALE COMMITTEE
LABOR UTILIZATION PANELS
MANPOWER UTILIZATION COMMITTEE
Work Control
Wage Incentive Plans
Training and Upgrading
Personnel Policies
Health, Safety and Nutrition
Medical Panel

Services of the Automotive

Organized by the Industry to Expedite Its

Manpower—Facilitating exchange of manpower information between members; studying factors limiting supply of new workers to the industry; evaluating all data relating to manpower needs; uncovering causes and cures for absenteeism and labor turnover; studying methods of meeting the impact of the draft with a minimum of dislocation; investigating sources of additional workers; studying the established systems of wage incentives, worker training and upgrading, and worker morale.

Contract Termination and Reconversion—Focusing attention on nature of the industry's contract termination problems, so as to secure clear-cut expressions of government policies on: clearing of plants of government owned machinery, parts in process, and raw materials; prompt and final settlement of claims under uniform procedures among the contracting agencies; protection of subcontractors against insolvency of prime contractors.

Materials Controls—Effecting the standardization of individual regulations governing authorized production programs; advocating emphasis on end products in component parts scheduling; study of materials aspects of contract termination, including severance of materials disposal from financial settlement and realistic scrap determination.

Military Vehicles—Stimulating military vehicle production; surveying needs for essential civilian buses, trucks, trailers and parts and cooperating with war agencies in the distribution and maintenance of them; seeking modification of state trade barriers; exchanging information on problems involved in educating enlisted personnel in product use, maintenance, and repair. A special Washington bulletin service containing matters of interest to manufacturers of military vehicles is provided at frequent intervals.

Central Aircraft Council—Exchanging production information to foster increased production, full utilization of manpower and equipment, and reduced costs; clarifying engineering policy matters arising from the lessor-lessee automotive aircraft arrangement; supervising activities of technical service representatives in overseas combat areas.

Council for War Production

Output of Armaments for the Fighting Forces

Replacement Parts—Rendering advisory assistance to Army Ordnance on depot operations; developing basic plan for replenishment of replacement parts; developing spare parts stock inventory control; eliminating duplicate part numbers on interchangeable ordnance items.

Public Relations—Keeping the public informed of the industry's war production accomplishments through maintenance of public Information Service, publication of the monthly periodical Automotive War Production, and preparation of radio material, booklets and motion pictures.

Traffic—Promoting maximum efficiency in the handling of war traffic; studying establishment of fair transportation rates; supervising transportation instrumentalities as to fitness and adequacy for shipping; developing united viewpoint among member traffic managers for presentation to carrier officials, government agencies and legislative bodies.

Washington Reporting—Providing for members comprehensive reports covering government developments affecting all phases of the industry's war effort on subjects relating to contract termination, materials controls, manpower, taxation, exports, and other government acts and rulings.

Tooling Information—Preparing weekly reports advising members of open capacity for the manufacture of gages, tools, dies, jigs, and fixtures.

Statistical—Collecting and analyzing basic data concerning rate of war production progress, orders, deliveries, raw material and other phases of the industry's war production program for the information of member companies, government and the public.

Central Reference—Maintains indexes of published material affecting the industry's interests and prepares bibliographies on topics under discussion.

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C. E. Wilson.....President, General Motors Corporation

Managing Director

George Romney.....New Center Building, Detroit 2, Michigan

3,510,000 Tons of Scrap Salvaged by Auto Plants

26 Months Ending July, 1944

IRON AND STEEL	Tons
Production scrap	3,021,878
Non-Production scrap*	209,712
Total iron and steel	3,231,590
NON-FERROUS METALS	
Production scrap	272,437
Non-Production scrap*	5,549
Total non-ferrous	277,986
TOTAL METALS	
Production scrap	3,294,315
Non-Production scrap*	215,261
Grand Total	3,509,576

*Includes tools, dies, jigs, fixtures, machinery, conveyors, etc.

SOURCE: Reports to Automotive Council for War Production.

503,000 Cars Wrecked by Automobile Graveyards in 1944

Period	Number of Cars Wrecked	Cars on Hand End of Period ①
First Half, 1942	1,108,000	490,000
Last Half, 1942	935,000	274,000
Total 1942	2,043,000	.....
First Half, 1943	537,000	254,000
Last Half, 1943	367,800	279,000
Total 1943	904,800	.....
First Half, 1944	253,520	274,000
Last Half, 1944②	250,000	.....
Total 1944②	503,520	.....

① In stock February 28, 1942—918,607

② Estimated

SOURCE: Scrap Processors Branch, Salvage Division, War Production Board.

War Products Manufactured b

Aerial Torpedoes
Aircraft Cannon
Aircraft Control Instruments
Aircraft Engines
Aircraft Engine Parts
Aircraft Ignition Testers
Aircraft Machine Guns
Aircraft Propeller Sub-Assemblies
Aircraft Propellers
Aricraft Servicing and Testing Equipment
Aircraft Struts
Airframes
Air Compressors
Air Coolers
Air Pumps
Air Raid Sirens
Airplane Fuel Pumps
Alternators for Tanks and Airplanes
Aluminum Alloy Castings
Aluminum Alloy Forgings
Aluminum Alloy Rods
Ambulances
Ammunition Box Parts
Ammunition Components
Ammunition Hoists
Amphibian Jeeps
Amphibian Tank Radiators
Amphibian Tanks
Amphibian Trucks
Aneroid Valves
Anti-Aircraft Directors
Anti-Aircraft Gun Mounts
Anti-Aircraft Guns and Parts
Anti-Aircraft Searchlight Parts
Anti-Tank Guns
Anti-Tank Mines
Anti-Tank Mine Fuzes
Anti-Tank Vehicles
Armor Plate
Armored Cars
Artillery Ammunition and Components
Artillery Carriages
Artillery Gun Chassis
Artillery Prime Movers
Assault Boat Carriers
Automatic Pilots
Autosyn Motors
Axles

Batteries for Planes, Tanks, and Trucks
Battery Chargers
Bayonet Scabbards
Bearings, Ball and Roller
Binoculars
Black-Out Lamps
Blowers
Bomb Bay Doors
Bomb Components
Bomb Loading Trailers
Bomb Service Trucks
Bomb Shackle Assemblies
Bomb Tails
Bomber Jacks
Bomber Sub-Assemblies
Bombers
Bombs
Boosters
Boring and Turning Mills
Bracket Assembly for Gun Trunnions
Breech Housings
Bullet Cores
Buses
Bushings

Cantonment Furnaces
Carbines
Carbines, Semi-Automatic
Carburetors
Cargo Body Trucks
Cargo Vessels
Carryall Trucks
Cartridge Cases
Cartridge Clips
Casing Bursters
Catapult Bearings
Cavalry Auxiliaries
Command Radio Cars
Command Reconnaissance Cars
Communication Equipment
Control Wheels
Cord Winders
Cranes
Crash Trucks
Current Regulators

Depth Charges
Derricks
Dies
Diesel Engines
Drills
Ducts for Heavy Bombers
Dump Trucks

Earth Borer Trucks
Electric Motors
Electrical Equipment
Electrical Power Plant Trucks
Engines, Internal Combustion
Engines, Jet Propulsion
Exhaust Manifolds

Field Artillery
Field Kitchen Trucks
Field Machine Guns
Field Radio Cars
Field Ranges and Parts
Fighter Aircraft
Fire Engines
Fire Fighting Equipment
Firing Directors
Fixtures
Flame-Resistant Plastic
Flaps for Heavy Bombers
Flood Lighting Trucks
Flywheel Assemblies
Forgings
Fuel Pump Motors (Aircraft)
Fuel Pumps
Fuel Strainers
Fuselage Sections
Fuzes

Gas Mask Components
Gas Tanks, Auxiliary
Gauges
Gear Boxes
Generators
Glass, Heavy Duty
Gliders, With and Without Engines
Grinders
Gun Carriages
Gun Control Equipment
Gun Firing Solenoids
Gun Motor Carriages
Gun Mounts and Parts
Gun Shoulder Rests
Gun Sights
Gun Synchronizers
Gun Turrets
Gyrocompasses
Gyroscopes

Half-Track Trucks
Hatch Covers for Bombers
Heat Exchangers
Helicopters
Helmets
Helmet Liners
Hoists
Hydraulic Controls (Airplane)
Hydraulic Control Valves

Ignition Systems and Parts
Incendiary Bombs and Parts

by the Automotive Industry

Industrial Engines
Industrial Trucks
Inner Wings for Heavy Bombers
Instrument Bearings
Instrument Panels
Instruments, Navigation

Jacks
Jeeps
Jigs

Laminated Glass
Landing Boats
Landing Brake Flaps
Landing Gears for Bombers
Landing Gear Struts
Lathes
Lighting Plants
Locomotive Engines

Machine Guns
Machine Gun Tripods
Machine Shop Trucks
Machine Tools
Machining
Magnesium
Magnesium Castings
Magnetos
Manifold Assemblies
Marine Engines for Surface Vessels
Marine Engine Propeller Shafts
Marine Equipment
Marine Instruments
Marine Propellers
Marine Tractors
Mats, Airplane Landing
Mess Kits
Metallic Link Belts
Military Locomotives
Mines
Mine Anchors
Mobile Field Hospital Units
Mobile Optical Units

Nacelles for Bombers
Naval Gun Housings
Navy Fighter Tail Sections
Navy Fighter Wings
Navy Pontoons
Navy Warning Signals

Oil Coolers
Oil Filters
Oil Pressure Gauges
Oxygen Cylinders

Parachute Flares and Flare Projectors
Personnel Carriers
Pigeon Loft Trucks
Pole Setter Trucks
Portable Gasoline Pumps
Power Take-Off Units
Powdered Metal Parts
Practice Shells
Prime Movers
Primers
Prisms
Projectiles
Pump Assemblies

Radar Equipment
Radiators
Radio Compasses
Radio Receivers and Transmitters
Radios
Range Correction Boards
Recoil Mechanisms
Refrigeration Compressors
Refrigerators and Parts
Relay Housings
Robot Bomb
Rockets

Scout Cars
Searchlight Drums
Searchlight Reflectors
Semi-Trailers
Shapers
Shell Boosters
Shell Casings
Shell Forgings
Shell Hoists
Shell Housings
Shells
Shot
Signal Parts
Small Arms
Smoke Screen Trailer
Solenoid Switch Starters
Solenoids for Bomb Release
Spark Plugs
Speedometers
Staff Cars
Stampings
Starting Motors
Stationary Engines
Steel Castings
Steering Gears
Submarine Diesel Engines
Submarine Identification Signals
Supercharger Intercoolers
Superchargers

Tachometers
Tank Artillery
Tank Cannon
Tank Destroyers
Tank Engines
Tank Gun Mounts
Tank Guns
Tank Hulls
Tank Tracks
Tank Transmissions
Tank Transporter Trucks
Tank Trucks (Oil and Gas)
Tank Turrets
Tanks and Parts
Telephone Exchange Trucks
Telephone Maintenance Trucks
Temperature and Humidity Control Units
Tent Heaters
Third Axles
Tool Kits
Tools
Torpedo Engines
Torpedo Parts
Torpedoes
Tractors
Tractor-Trucks
Trailer Unit-Fire Fighting Pumpers
Trailers
Transport Aircraft
Trench Mortar Shells
Troop Transport Trucks
Truck Engines
Truck Tire Chains
Turrets for Bombers

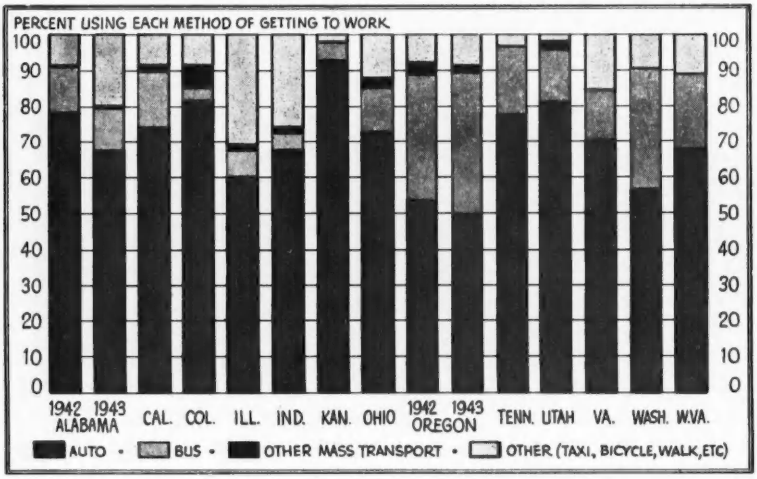
Universal Gun Carriers

Vessels, Auxiliary

Water Coolers
Water Filtration Trucks
Weapon Carrier Trucks
Wheel and Brake Assemblies
Winches, Various Types
Wing Sections, Attack Bombers
Wing Tips for Bombers
Wings, Army Fighter Planes
Wiring Equipment for Planes, Tanks, and Trucks
Wrecker Trucks

And many other war products

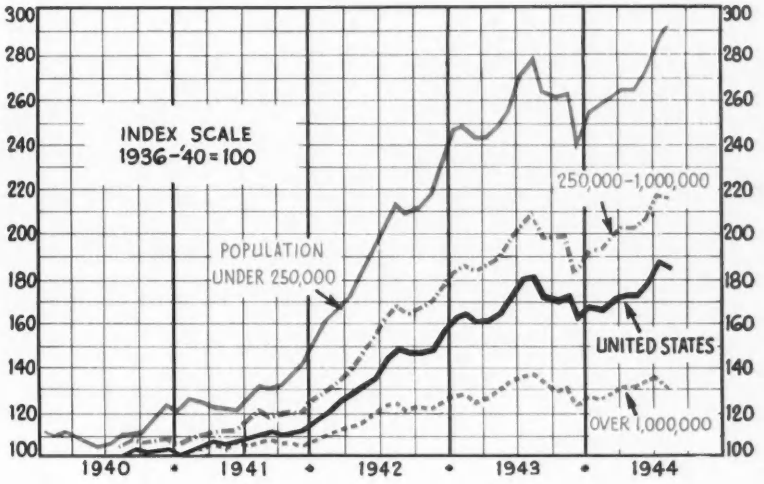
Automobiles Are Chief Means of Getting to Work



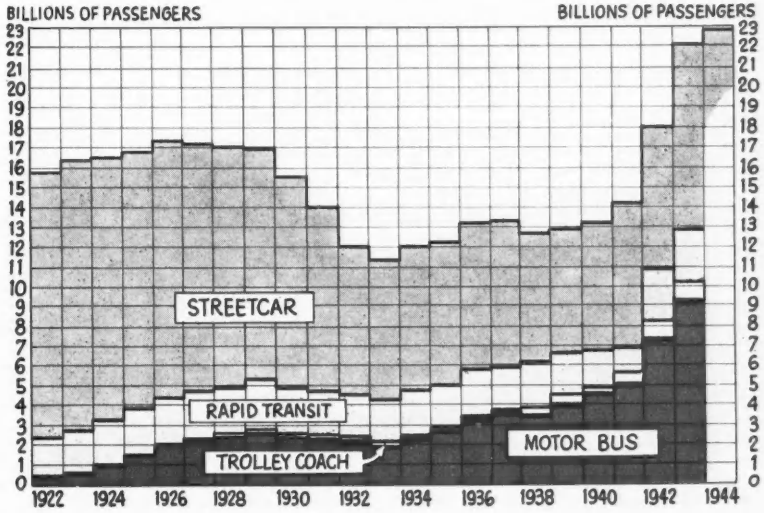
	Year of Study	No. of Plants	No. of Employes Surveyed	Percent Using Each Method of Getting to Work: Auto	Bus	Other Mass Transport	Walk	All Other
Alabama	1942	7	29,600	78.1	12.4	.6	7.6	1.3
Alabama	1943	1	750	67.6	12.6	.4	18.0	1.4
California	1944	21	187,198	74.0	–	17.5 –	5.1	3.4
Colorado	1942	19	33,165	81.6	3.1	6.9	7.2	1.2
Illinois	1942	28	20,105	59.5	6.4	1.2	30.9	2.0
Indiana	1942	10	12,089	67.7	4.5	1.5	21.5	4.8
Kansas	1942	1	10,500	93.0	4.9	–	.8	1.3
Ohio	1942-3	81	127,491	73.1	12.5	2.6	11.0	.8
Oregon	1942	3	29,150	54.4	36.5	1.8	.8	6.5
Oregon	1943-4	2	51,702	49.8	–	42.0 –	8.2	–
Tennessee	1943	1	10,000	78.4	18.3	–	1.2	2.1
Utah	1942	3	17,100	81.6	14.8	1.9	1.0	.7
Virginia	1942	3	3,400	70.2	14.3	–	12.9	2.6
Washington	1944	7	49,121	57.1	–	33.7 –	9.2	–
West Virginia	1942	4	8,775	68.5	20.8	–	10.7	–
Total		191	590,146	68.9		21.0	8.3	1.8

SOURCE: Studies conducted by the State Highway Planning Surveys and the Highway Traffic Advisory Committee to the War Department.

Small Cities Show Greatest Increase in Travel

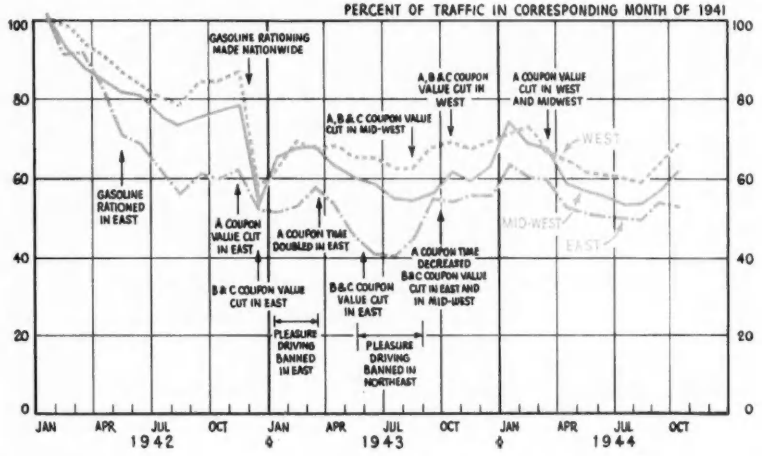


Use of City Transportation Facilities at Record Level



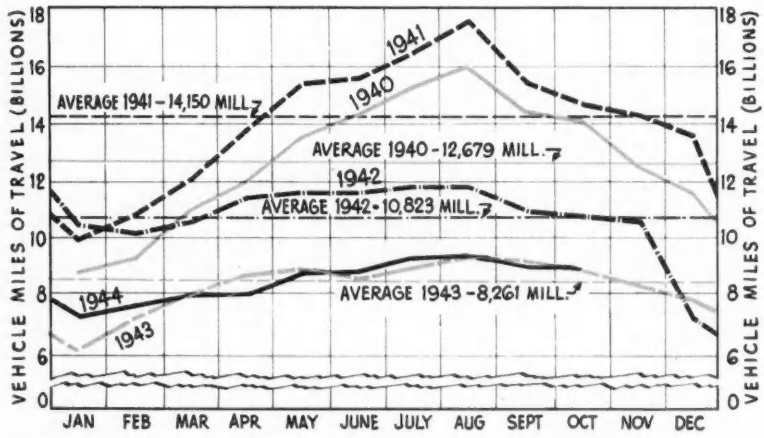
SOURCE: American Transit Association.

Traffic Trends on Main Rural Highways Since 1941



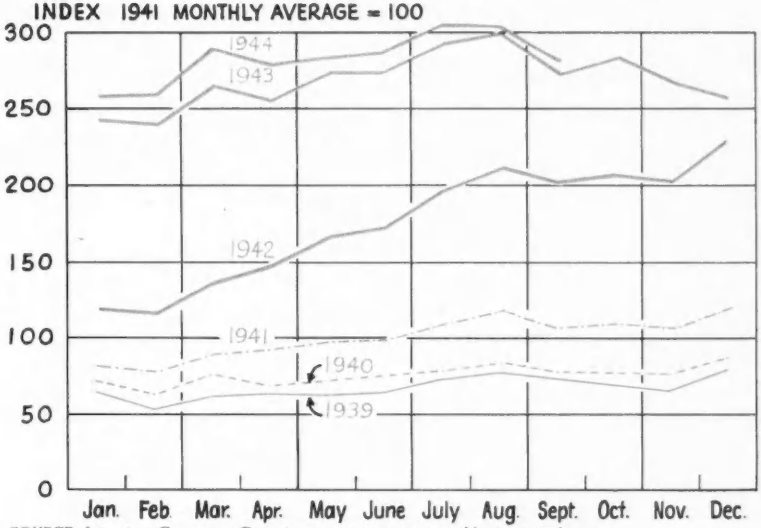
SOURCE: U. S. Public Roads Administration; automatic counts of motor vehicles passing about 600 stations located on main rural highways throughout the United States.

1944 Motor Vehicle Miles of Travel About Same as 1943



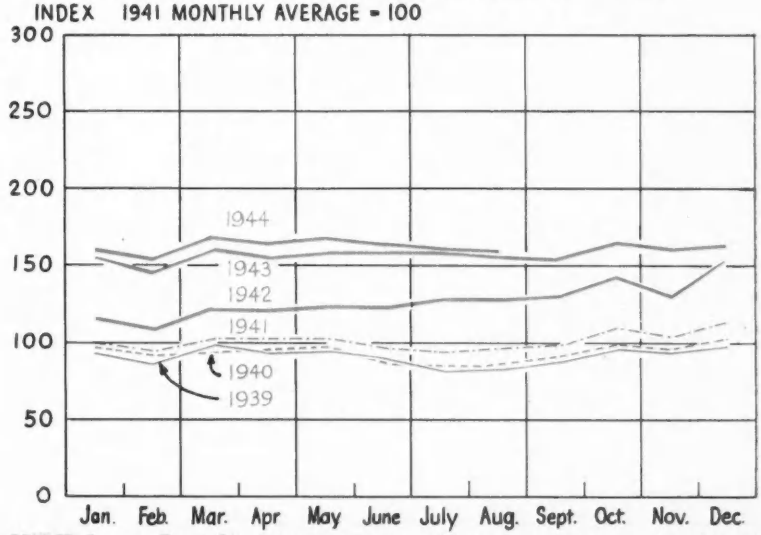
SOURCE: U. S. Public Roads Administration.

1944 Intercity Bus Travel 175% Above 1941



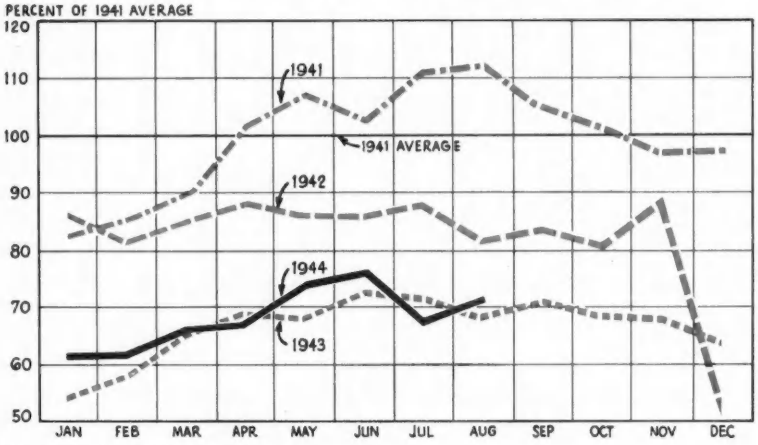
SOURCE: Interstate Commerce Commission; passengers carried by intercity buses.

1944 City Bus and Street Car Use Up 60% Over 1941



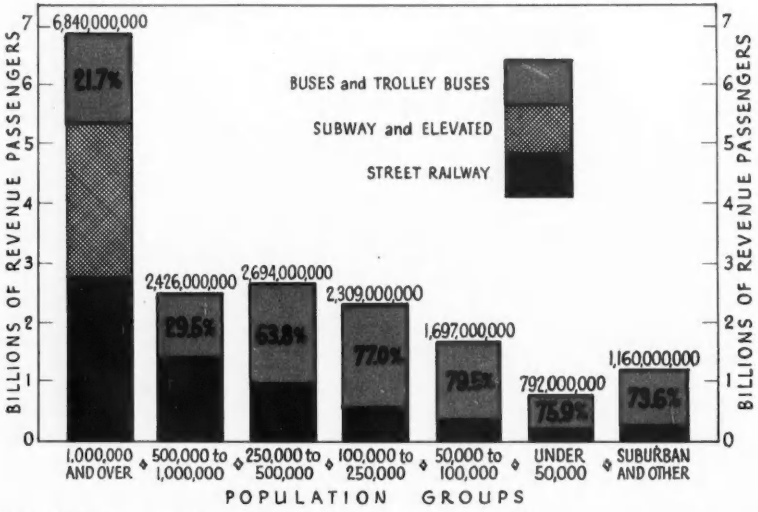
SOURCE: American Transit Association; passengers carried by city buses, street cars and rapid transit equipment.

1944 Average Daily Gasoline Use Slightly Above 1943



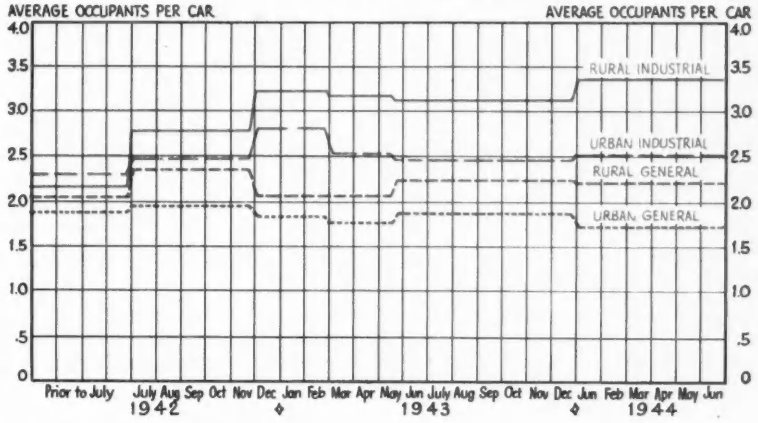
SOURCE: U. S. Public Roads Administration.

Buses Chief Mass Transport Means in Cities Under 500,000 Population



SOURCE: American Transit Association; passengers in 1943.

Rural Industrial Areas Show Best Record in Sharing Auto Rides to Work



SOURCE: Public Roads Administration.

44,000 Vehicles, 824,000,000 Miles Saved by Passenger Carriers, 1943

Results of Conservation Measures Adopted by Local Passenger Carriers in 1943 Compared with 1941

	Estimated Equivalent Number of Vehicles Saved	Estimated Annual Savings in Rubber-Tired Vehicle Miles
675 Local Rail① and Bus Companies	15,520	218,933,000
285 Intercity Bus Companies	1,670	49,441,000
Sub-Total	17,190	268,374,000
School Buses	20,180	156,000,000
Taxicabs	6,930	400,000,000
Totals	44,300	824,374,000

① Rail vehicles include subway, elevated, interurban and street cars.
SOURCE: Office of Defense Transportation.

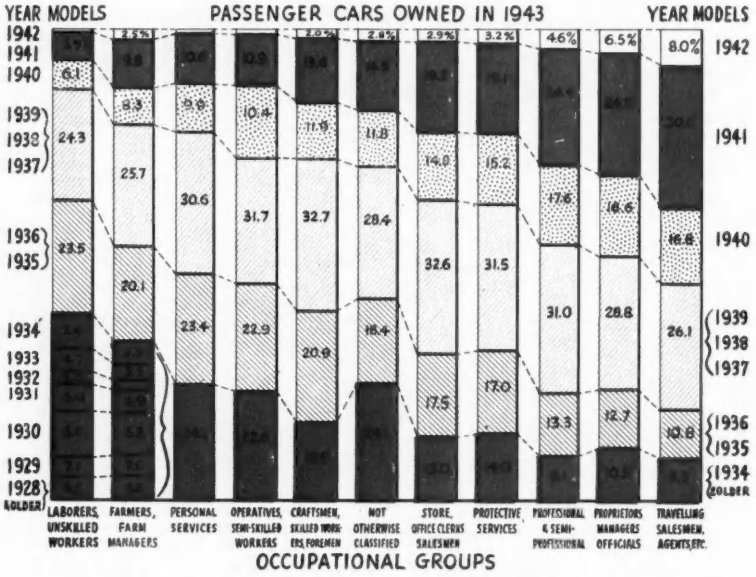
Cabs Carried 50% More Passengers with 12% Fewer Cars, 1943

	1941	1942	1943
Number of Taxi Cabs Operated	55,400	50,800	48,464
Percent Decrease from 1941	.....	8.3%	12.5%
Total Passengers Carried	966,721,147	1,288,360,674	1,446,138,290
Percent Increase over 1941	.....	33.2%	49.5%
Total Miles Traveled	2,191,790,200	2,567,330,400	2,642,741,920
Percent Increase over 1941	.....	17.1%	20.6%
Average Passengers Per Trip	1.7	1.9	2.3
Percentage of Miles with Passengers	52.2	57.2	62.5

SOURCE: Cab Research Bureau, Inc.

Farmers and Unskilled Workers Own Highest Proportion of Old Cars

Chart Shows Percentage of Cars in Each Year-Model by Occupational Groups



Percentage Ownership by Year-Models of Passenger Cars

Figures in each line show percentage of total cars owned by each occupational group classified by year-models. Each line adds up to 100%.

By Occupation	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933 and Older
Professional and Semi-Professional	4.6	24.4	17.6	12.0	7.3	11.7	8.8	4.5	2.5	6.6
Farmers and Farm Managers	2.5	9.8	8.3	7.3	6.3	12.1	11.5	8.6	5.3	28.3
Proprietors, Managers, Officials	6.5	24.9	16.6	11.1	6.8	10.9	8.2	4.5	2.6	7.9
Store and Office Clerks, Salesmen, excluding Traveling	2.9	19.2	14.8	11.3	7.7	13.6	11.4	6.1	3.5	9.5
Traveling Salesmen, Agents, etc.	8.0	30.0	16.8	9.5	6.4	10.2	7.0	3.8	2.2	6.1
Craftsmen, Foremen, Skilled Workers	2.0	13.6	11.9	10.2	7.4	15.1	13.3	7.6	4.7	14.2
Operatives and Semi-Skilled Workers	1.5	10.9	10.4	9.2	7.1	15.4	14.2	8.7	5.7	16.9
Laborers and Unskilled Workers	0.9	5.9	6.1	6.2	5.8	12.3	13.6	9.9	7.4	31.9
Protective Services	3.2	19.1	15.2	11.1	7.4	13.0	10.9	6.1	3.7	10.3
Personal Services	1.2	10.6	9.9	8.8	7.2	14.6	14.3	9.1	6.2	18.1
Miscellaneous; Not Otherwise Classified	2.8	14.5	11.8	9.2	6.8	12.4	11.2	7.2	4.6	19.5
Total	3.0	15.2	12.0	9.4	6.9	12.9	11.5	7.2	4.5	17.4
By Weight Groups*										
Light Passenger Cars	1.6	9.8	10.7	9.6	7.1	13.5	12.0	7.9	5.2	22.6
Medium Passenger Cars	6.3	27.1	13.8	8.9	5.5	11.6	11.3	6.5	3.2	5.8
Heavy Passenger Cars	5.3	24.1	17.6	10.1	9.0	12.4	7.1	3.1	2.0	9.3
Total	3.0	15.2	12.0	9.4	6.9	12.9	11.5	7.2	4.5	17.4

*—"Light Vehicles" —3,000 pounds shipping weight or under.
"Medium Vehicles"—3,001 to 3,500 pounds.
"Heavy Vehicles" —3,501 pounds or more.

Source: "Automobile Registration Characteristics," Report Number 3, April 30, 1944, U. S. Public Roads Administration.

Summary of Rural Road Mileage by Systems by Types

92% of Primary State Highways and 40% of County and Local Roads Are Surfaced

In Thousands of Miles	Roads Under State Control ① Primary State	Secondary State	County Roads ②	State Parks, Forests, etc. ③	Total	County and Local Roads	Nat. Parks Forests, Reservations ③	Total Rural Roads
A—Non-Surfaced								
Primitive and Unimproved	13	4	24	..	41	841	40	922
Graded and Drained	12	10	33	2	57	538	22	617
Sub-total	25	14	57	2	98	1,379	62	1,539
B—Surfaced Roads								
Non-dustless surfaces:								
Soil-surfaced	3	3	20	..	26	74	1	101
Gravel or Stone	51	32	25	1	109	726	11	846
Sub-total	54	35	45	1	135	800	12	947
Low Type Bituminous	124	24	11	..	159	111	1	271
Paved Roads								
High-Type bituminous	44	9	1	..	54	30	..	84
Portland cement concrete	83	2	1	..	86	13	..	99
Brick and block	2	..	..	..	2	1	..	3
Dual type	2	..	..	..	2	..	..	2
Sub-total	131	11	2	..	144	44	..	188
Total Surfaced	309	70	58	1	438	995	13	1,406
Not Classified	..	..	..	..	..	58	1	59
Total Rural Mileage	334	84	115	3	536	2,392	76	3,004
Percent Surfaced	92.5%	83.0%	50.4%	34.0%	82.0%	40.0%	17.0%	46.8%

① Compiled from reports of state authorities and planning survey data. State highway mileage compiled for 1942. Other state, local and federal mileages compiled for calendar year 1942 with the exception of 8 states. See table LM-O, 1942, for effective date of reports for local mileage.

② Includes the county roads taken over by state highway departments in the following states: Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia.

③ Mileages shown are in addition to those forming a part of state systems or included with county and local road mileages reported.

SOURCE: Public Roads Administration.

Direct Federal and State Employment on Highways

Does Not Include Employment on County and Local Roads and Streets

	Federal and Federal Aid Construction	Independent State Construction	All Federal and State Construction	State Maintenance	Total
1931	92,522	88,351	180,873	103,895	284,768
1932	75,173	73,610	148,783	142,351	291,134
1933	127,790	50,808	178,598	151,129	329,727
1934	224,135	41,156	265,291	155,889	421,180
1935	135,335	29,926	165,261	136,399	301,660
1936	169,532	20,664	190,196	145,785	335,991
1937	115,583	20,805	136,388	144,698	281,086
1938	95,010	22,084	117,094	155,978	273,072
1939	85,696	19,033	104,729	120,254	224,983
1940	71,246	44,634	115,880	123,249	239,129
1941	59,971	48,248	108,219	119,109	227,328
1942	33,411	36,762	70,173	106,366	176,539
1943	23,484	21,558	45,042	92,045	137,087

SOURCE: National Interregional Highway Committee, House Document No. 379.

Yearly Mileage Built by State Highway Departments

	1939	1940	1941	1942	1943 ②
Alabama	950	1,478	1,099	651	571
Arizona	252	298	178	150	92
Arkansas	503	426	239	250	235
California	378	322	201	167	381
Colorado	519	342	220	376	39
Connecticut	112	162	326	282	155
Delaware	197	343	282	—	—
Florida	292	414	571	240	183
Georgia	1,039	1,352	231	543	799
Idaho	230	317	339	224	250
Illinois	569	257	305	355	502
Indiana	537	609	519	269	897
Iowa	546	794	926	516	71
Kansas	389	858	751	425	273
Kentucky	572	447	648	701	932
Louisiana	586	580	1,027	390	96
Maine	343	455	443	49	26
Maryland	166	120	142	70	62
Massachusetts	152 ①	58 ①	105	103	31
Michigan	615	748	711	294	191
Minnesota	718	893	1,667	563	226
Mississippi	534	511	325	435	150
Missouri	516	700	1,058	300	91
Montana	315	533	388	198	84
Nebraska	599	677	350	208	235
Nevada	296	219	260	71	112
New Hampshire	69	104	122	37	6
New Jersey	51	34	52	27	40
New Mexico	451	849	186	172	116
New York	408	387	214	115	250
North Carolina	1,246	1,880	2,039	574	1,126
North Dakota	355	215	255	97	53
Ohio	2,005	2,612	2,978	2,600	2,048
Oklahoma	468	496	796	285	362
Oregon	555	552	314	262	47
Pennsylvania	1,966	1,610	1,736	772	528
Rhode Island	13	19	16	9	1
South Carolina	882	656	911	286	121
South Dakota	413	392	398	219	209
Tennessee	178	218	351	88	405
Texas	2,022 ①	1,661 ①	1,787	1,690	1,921
Utah	327	193	203	184	281
Vermont	44	85	81	29	—
Virginia	2,274 ①	2,125 ①	2,543 ①	1,418	344
Washington	924	316	333	242	231
West Virginia	2,402	1,432	1,316	879	377
Wisconsin	1,499	277	828	384	209
Wyoming	301	355	263	159	75
District of Columbia	6	6	5	3	—
Total	30,784	30,387	31,038	18,361	17,434 ②

① Including mileage built on urban extensions. ② Preliminary.

47% of All Rural Highways Are Surfaced

Massachusetts with 93% Has Highest and New Mexico, with 13%, Has Lowest Percent of Roads Surfaced

State	Total Existing Mileage (1)	NONSURFACED MILEAGE			SURFACED MILEAGE			
		Total	Primitive and Unimproved	Graded and Drained	Non-dustless Soil Surfaced	Gravel or Stone	Total Surfaced (5)	% Surfaced
Alabama	59,814 (3)	19,881	12,031	7,850	11,208	22,978	39,933	66.8
Arizona	28 730	22,332	17,557	4,775	187	2,203	6,398	22.3
Arkansas	54,816	34,466	25,317	9,149	126	16,973	20,350	37.1
California	97,705	44,712	33,926	10,786	13,495	10,986	52,969	54.2
Colorado	75,460 (4)	59,423	53,100	6,323	346	11,126	16,037	21.3
Connecticut	11,130	2,580	963	1,617	909	540	8,550	76.8
Delaware	3,863	1,756	....	1,756	257	85	2,107	54.5
Florida	36,251	21,704	5,116	16,588	1,166	1,931	14,547	40.1
Georgia	99,276 (3)	70,860	16,304	54,556	17,975	2,286	28,416	28.6
Idaho	34,926	19,708	13,659	6,049	790	10,833	15,218	43.6
Illinois	104,500	24,413	3,326	21,087	9,531	56,000	80,087	77.3
Indiana	80,069	10,514	5,425	5,089	6	51,462	69,555	86.9
Iowa	101,629	45,990	2,782	43,208	443	48,817	55,639	54.7
Kansas	129,444	93,481	92,213	1,268	314	28,137	35,963	27.8
Kentucky	57,047	27,504	24,874	2,630	210	20,017	29,543	51.8
Louisiana	39,550	20,386	5,168	15,218	9	15,101	19,164	48.5
Maine	21,084	3,751	1,224	2,527	331	10,314	17,333	82.2
Maryland	16,622	6,183	1,780	4,403	409	3,036	10,439	62.8
Massachusetts	17,240	1,206	711	495	416	11,427	16,034	93.0
Michigan	91,724	30,240	13,972	16,268	23	47,555	61,484	67.0
Minnesota	109,679 (4)	5,290	2,694	2,596	913	37,635	46,736	42.6
Mississippi	60,653	28,730	24,009	4,721	1,710	26,169	31,923	52.6
Missouri	116,825	63,071	17,161	45,910	837	44,298	53,754	46.0
Montana	68,207	51,710	43,807	7,903	..	11,403	16,497	24.2
Nebraska	100,941	75,506	63,683	11,823	139	21,536	25,435	25.2
Nevada	23,606	19,852	18,887	965	..	851	3,754	15.9
New Hampshire	12,618	4,624	2,038	2,586	..	3,910	7,994	63.4
New Jersey	19,011	4,358	4,358	1,201	372	5,110	13,452	70.8
New Mexico	61,818	53,732	48,356	5,376	..	4,150	8,086	13.1
New York	85,410	26,808	19,135	7,673	..	18,834	58,602	68.6
North Carolina	59,818	26,580	4,578	22,002	13,208	8,915	33,238	55.6
North Dakota	114,636	90,646	69,242	21,404	..	22,253	23,990	20.9
Ohio	85,659	11,885	5,390	6,495	1,403	40,857	73,774	86.1
Oklahoma	101,943	85,430	19,177	66,253	618	10,196	16,513	16.2
Oregon	49,431	28,424	11,845	16,579	736	13,387	21,007	42.5
Pennsylvania	87,705	39,879	3,858	36,021	2,091	10,789	47,826	54.5
Rhode Island	2,503	373	298	75	32	785	2,130	85.1
South Carolina	45,411	29,835	21,985	7,850	7,657	5	15,576	34.3
South Dakota	101,770 (4)	75,069	37,361	37,708	..	22,837	25,562	25.1
Tennessee	64,559	17,262	10,481	6,781	1,319	37,997	47,297	73.3
Texas	193,141	129,776	100,073	29,703	3,083	32,093	63,365	32.8
Utah	22,699	14,977	9,551	5,426	20	4,933	7,722	34.0
Vermont	13,662	5,730	2,003	3,727	..	6,219	7,932	58.1
Virginia	47,035	12,545	3,704	8,841	6,378	11,974	34,490	73.3
Washington	49,847	21,464	10,209	11,255	32	18,813	28,383	56.9
West Virginia	34,137	18,781	16,848	1,933	1,837	5,927	15,356	45.0
Wisconsin	84,374	13,711	1,944	11,767	839	51,415	70,663	83.7
Wyoming	25,874	20,361	19,416	945	..	1,308	5,513	21.3
Total	3,003,852	1,538,700	921,539	617,161	101,375	846,406	1,406,336	46.8

NOTE: This table compiled for latest available year from reports of state authorities and from planning survey data. State highway mileage compiled from state reports for calendar year 1942. Other state, local and federal mileages compiled from state and planning survey reports for calendar year 1942 except as follows: Arkansas, 1941; Kansas, 1941; Louisiana, 1939; Maine, 1938; Maryland, 1941; Massachusetts, 1940; Minnesota, 1941; Nebraska, 1941; New Hampshire, 1939; New Jersey, 1940; Pennsylvania, 1940; Utah, 1941; Virginia, 1941; Washington, 1941; and West Virginia, 1939.

SOURCE: Public Roads Administration.

(2)—Includes mileage reported in state and federal parks, forests, and reservations not overlapping state or local systems.

(3)—Segregation of urban mileage is incomplete

(4)—Local road mileage in Colorado was estimated by state. Minnesota includes estimated mileage of township system not classified by types of surface as 57,653. S. D. included in total 1139 mi. not classed by type.

(5)—Includes soil-surfaced, gravel and stone, low type bituminous, high type bituminous, Portland cement, concrete, brick and block and dual types.

National System of Interstate Highways Conn

It Generally Follows Routes of Existing Federal-Aid Highw

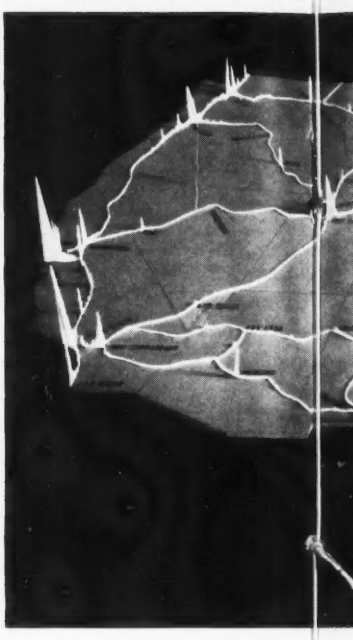
A national system of interstate highways, not to exceed 40,000 miles, was designated by Congress in December, 1944, following recommendations by the National Interregional Highway Committee.

Some of the criteria used in selecting routes were: (a) the system must connect as many of the larger cities of the country as its mileage will permit; (b) must incorporate adequate routes leading directly into the larger cities; (c) must be located so its average daily traffic will be the maximum.

The recommended routes are generally part of the Federal-Aid Highway System but call for reconstruction, widening, straightening, multiple lanes, elevated or depressed expressways through cities, grade separation, limited access, bridges or other improvements to adequately take care of anticipated traffic requirements in the future.

It comprises about 15% of Federal-Aid System, or about 1% of all roads and streets in the United States, but will handle about 20% of all traffic.

The white traffic bands on the map indicate relative density of motor vehicle traffic to be expected at all points on the system. The peaks at principal cities picture the great increases of traffic to be expected on sections of the routes traversing the cities.



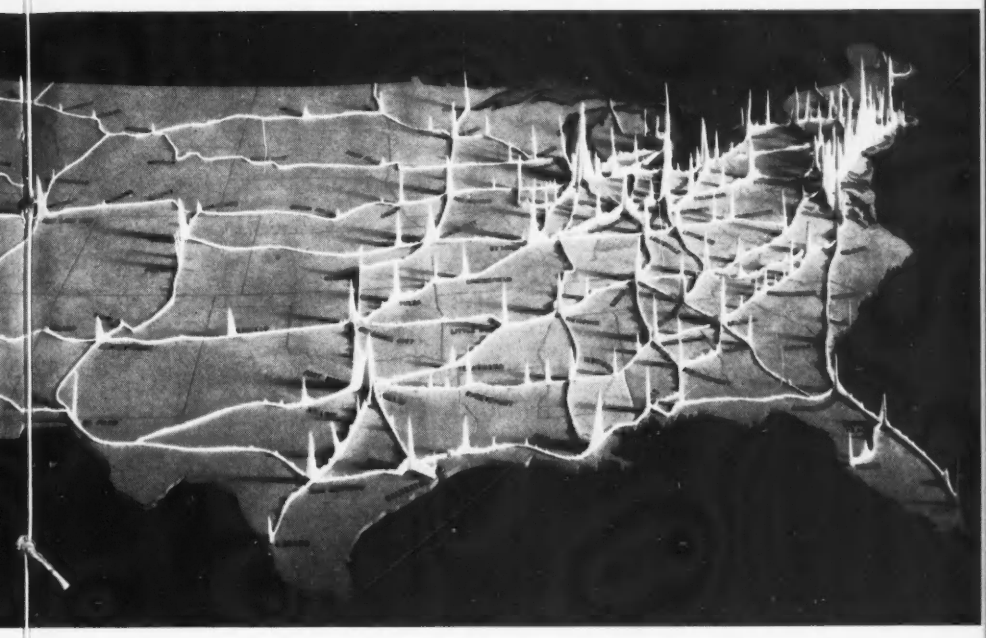
MILEAGE OF FEDERAL-AID PRIMARY AND SECONDARY SYSTE

	Federal Aid Highway System ①	Federal Aid Secondary Highway System ②	National System of Interstate Highways ③
Alabama	4,839	5,191	810
Arizona	2,341	1,319	930
Arkansas	5,107	2,386	525
California	6,788	2,320	1,755
Colorado	4,013	1,990	485
Connecticut	1,123	*	180
Delaware	826	*	25
Florida	2,743	*	980
Georgia	6,897	*	760
Idaho	3,517	2,295	680
Illinois	9,795	6,968	1,590
Indiana	5,535	6,222	950
Iowa	8,399	9,953	850
Kansas	8,784	9,539	735
Kentucky	3,805	4,588	680
Louisiana	2,855	3,548	555
Maine	1,677	*	450
Maryland	1,867	1,299	235
Massachusetts	2,010	*	340
Michigan	6,113	6,202	885

	Fe[illegible] Highwa[illegible] System ①
Minnesota	7,50
Mississippi	3,74
Missouri	7,95
Montana	5,81
Nebraska	5,54
Nevada	2,07
New Hampshire	1,05
New Jersey	1,67
New Mexico	3,92
New York	9,91
North Carolina	7,98
North Dakota	3,99
Ohio	7,45
Oklahoma	7,18
Oregon	3,94
Pennsylvania	8,10
Rhode Island	56
South Carolina	4,42
South Dakota	4,27
Tennessee	4,96

Connects Large Cities and Industrial Centers

Highways, But Calls for Improvements to Higher Standards



YSTEMS AND NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

	Federal Aid Highway System ①	Federal Aid Secondary Highway System ②	National System of Interstate Highways ③
	7,501	9,929	550
	3,745	342	530
	7,952	8,366	785
	5,817	1,833	970
	5,548	8,595	460
	2,073	797	545
	1,054	*	120
	1,676	*	200
	3,921	1,847	1,020
	9,916	*	860
	7,980	*	635
	3,992	5,148	525
	7,457	6,958	1,040
	7,180	4,668	815
	3,943	1,148	755
	8,101	*	1,210
	561	*	40
	4,420	654	400
	4,276	5,221	445
	4,966	*	1,050
Texas	14,678	2,742	2,725
Utah	2,320	1,335	710
Vermont	1,104	1,356	200
Virginia	4,640	*	885
Washington	3,488	1,273	600
West Virginia	2,382	2,324	225
Wisconsin	5,971	821	525
Wyoming	3,538	624	680
District of Columbia	96	*	15
TOTAL	229,330	129,801	33,920

① Total mileages of all roads, state highway system (which includes Federal-Aid system), city streets, paved and unpaved are shown on page 37.

② Secondary Federal-Aid system approximates 10% of the rural road mileage in each state, and consists of feeder roads, farm to market, mine to market, R.F.D. mail routes, school bus routes, and other roads of community value connecting with main highways. Only 34 states have designated part of their secondary Federal-Aid road mileage. Hence the mileages shown in this column are incomplete, as of June 30, 1944.

③ Mileage generally included in Federal-Aid system.

* Mileage not yet designated.

SOURCE: Public Roads Administration.

Approximate Allocation of Federal Aid Highway Funds

Annual Postwar Apportionments by States have been Estimated According to the "Federal-Aid Highway Act of 1944"

THOUSANDS OF DOLLARS	Federal Aid Highway System	Farm to Market Roads	Urban Highways	Total
Alabama	$4,712	$3,732	$1,303	$9,747
Arizona	3,231	2,235	262	5,728
Arkansas	3,854	3,103	558	7,515
California	9,019	5,162	8,122	22,303
Colorado	4,040	2,718	934	7,692
Connecticut	1,395	766	2,608	4,769
Delaware	1,097	731	204	2,032
Florida	3,237	2,168	1,600	7,005
Georgia	5,649	4,311	1,622	11,582
Idaho	2,786	1,948	212	4,946
Illinois	8,847	4,762	9,511	23,120
Indiana	5,402	3,622	3,066	12,090
Iowa	5,567	3,980	1,592	11,139
Kansas	5,661	3,974	1,107	10,742
Kentucky	4,203	3,405	1,300	8,908
Louisiana	3,371	2,525	1,532	7,428
Maine	1,949	1,404	561	3,914
Maryland	1,831	1,171	1,790	4,792
Massachusetts	2,943	787	6,613	10,343
Michigan	6,827	4,129	5,682	16,638
Minnesota	6,055	4,171	2,206	12,432
Mississippi	4,041	3,334	600	7,975
Missouri	6,660	4,563	3,151	14,374
Montana	4,548	3,107	308	7,963
Nebraska	4,476	3,159	783	8,418
Nevada	2,868	1,922	61	4,851
New Hampshire	1,097	731	475	2,303
New Jersey	2,864	1,041	5,528	9,433
New Mexico	3,637	2,518	257	6,412
New York	10,840	4,276	18,776	33,892
North Carolina	5,433	4,454	1,492	11,379
North Dakota	3,348	2,412	215	5,975
Ohio	7,905	4,658	7,540	20,103
Oklahoma	5,070	3,724	1,348	10,142
Oregon	3,729	2,545	811	7,085
Pennsylvania	9,186	5,270	10,517	24,973
Rhode Island	1,097	731	1,123	2,951
South Carolina	3,050	2,518	654	6,222
South Dakota	3,535	2,516	222	6,273
Tennessee	4,769	3,668	1,593	10,030
Texas	14,258	10,043	4,464	28,765
Utah	2,531	1,686	434	4,651
Vermont	1,097	731	212	2,040
Virginia	4,114	3,191	1,491	8,796
Washington	3,537	2,395	1,467	7,399
West Virginia	2,474	2,080	808	5,362
Wisconsin	5,435	3,681	2,654	11,770
Wyoming	2,796	1,897	133	4,826
Hawaii	1,097	731	393	2,221
District of Columbia	1,097	731	1,146	2,974
Puerto Rico	1,110	1,133	834	3,077
Reserved for Admin. and Engineering	5,625	3,750	3,125	12,500
TOTAL	225,000	150,000	125,000	500,000

Basis of Allocation by states:

Federal Aid Highway System—Sec. 21 of Federal Highway Act.

Farm to Market Roads—⅓ Area, ⅓ Rural Population, ⅓ Post Roads.

Urban Highways—Population of urban places of 5,000 or more.

SOURCE: U. S. Public Roads Administration.

Wartime Changes in State Highway Finances

STATE HIGHWAY INCOME

In Thousands	1940	1941	1942	1943	Per Cent 1940	Per Cent 1943
Balance on hand, January 1 of year	$ 406,200	$ 457,221	$ 524,982	$ 582,658	—	—
Net Receipts from current state revenues:						
Motor Vehicle taxes	1,321,082	1,452,011	1,321,391	1,117,377	81.0	82.7
Road, bridge and ferry tolls *	7,090	16,954	16,301	14,644	0.4	1.1
Property taxes	3,330	2,974	1,793	1,468	0.2	0.1
Appropriations from general funds	2,582	2,195	4,342	20,959	0.2	1.5
Other imposts	1,249	1,378	1,498	1,497	0.1	0.1
Sub-total, current state revenue	$1,335,333	$1,475,512	$1,345,325	$1,155,945	81.9	85.5
Other Receipts:						
Earnings on sinking fund or debt reserve	$ 6,205	$ 5,202	$ 4,530	$ 4,759	0.4	0.3
Miscellaneous income	4,951	9,706	7,052	6,705	0.3	0.5
Federal funds (P.R.A.)	171,306	157,198	140,522	152,412		
Federal Advances to trust fund	−2,775	− 260	6,525	−1,886	11.1	11.3
Other Federal funds received	12,358	9,924	7,883	1,663		
Funds transferred from local government units:						
For state highways	7,495	7,612	4,846	3,473	0.7	0.3
For county and local roads and streets	4,118	5,108	1,905	276		
Income from issue of bonds, notes, etc.						
For construction, etc.	67,282	31,793	6,047	16,101	5.6	2.1
For debt service (incl. refunding)	25,133	168,064	12,701	12,156		
Sub-total, other receipts	$ 296,073	$ 394,347	$ 192,011	$ 195,659	18.1	14.5
Total Receipts	$1,631,406	$1,869,859	$1,537,336	$1,351,604	100%	100%

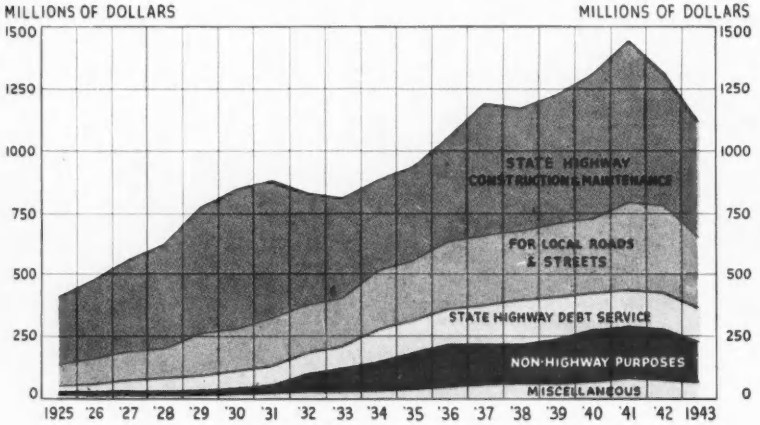
STATE HIGHWAY EXPENDITURES

In Thousands	1940	1941	1942	1943	Per Cent 1940	Per Cent 1943
Collection and administration, highway user revenues	$ 46,693	$ 49,579	$ 46,056	$ 44,254	2.9	3.6
Disbursements for state administered Highways:						
Capital outlay, construction, etc.	522,781	518,065	398,400	265,395	32.9	21.4
Maintenance	215,093	229,264	211,683	220,406	13.5	17.7
Administration, Engineering, and Miscellaneous	54,535	53,892	42,369	34,481	3.4	2.8
State highway police	26,925	29,413	33,816	30,641	1.7	2.5
Interest on state highway debt	65,828	65,725	60,114	58,278	4.1	4.7
Sub-total, current expenditures	$ 885,166	$ 896,359	$ 746,382	$ 609,201	55.6	49.1
Retirement of state highway debt	128,155	282,666	116,305	119,631	8.1	9.6
Sub-total for state-administered highways	$1,013,321	$1,179,025	$ 862,687	$ 728,832	63.7	58.7
Expenditures and fund transfers for county and local roads and streets.						
For country or local roads						
Expenditures by state	$ 34,698	$ 35,393	$ 36,774	$ 43,963		
Fund transfers to counties or local units	237,802	261,965	255,858	217,406		
Total	$ 272,500	$ 297,358	$ 292,632	$ 261,369	17.1	21.1
For local city streets						
Expenditures by state	$ 8,845	$ 6,626	$ 13,264	$ 9,996		
Fund transfers to cities	43,947	47,856	45,941	37,545		
Total	$ 52,792	$ 54,482	$ 59,205	$ 47,541	3.3	3.8
For debt service on local highway obligations:						
Expenditures by state	$ 3,374	$ 3,473	$ 3,020	$ 3,136		
Fund transfers	4,450	3,687	4,501	3,454		
Total	$ 7,824	$ 7,160	$ 7,521	$ 6,610	0.5	0.5
Sub-total for local roads and streets	$ 333,116	$ 359,000	$ 359,358	$ 315,520	20.9	25.4
Expenditures and fund transfers for non-highway purposes:	198,160	214,358	201,881	152,888	12.5	12.3
Total disbursements	$1,591,290	$1,801,962	$1,469,982	$1,241,494	100%	100%
Balance on December 31 of year	$ 446,316	$ 528,118	$ 592,336	$ 692,768		

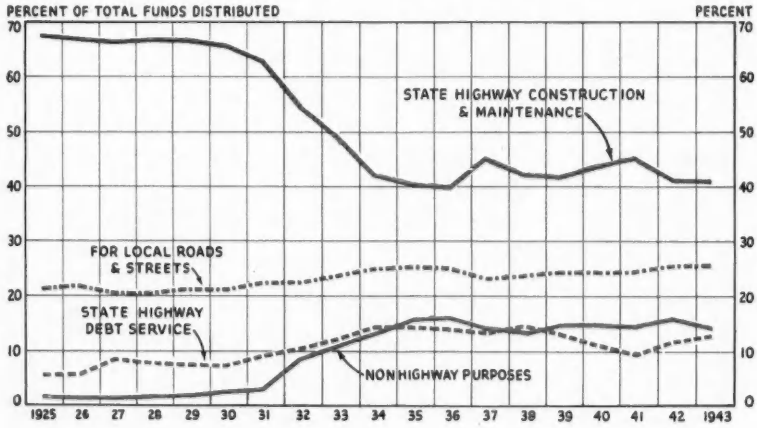
SOURCE: Public Roads Administration Tables SF-1 and 2.

* Excludes income from interstate toll authorities, and from intrastate toll authorities such as Penn Turnpike Commission as complete reports were not received.

Trend in Amounts of State Motor Vehicle Taxes Distributed for Various Purposes



Percentage of State Motor Vehicle Taxes Distributed for Various Purposes



SOURCE: U. S. Public Roads Administration. Charts above are based on table on page 37.

56% of Highway User Taxes Expended for State Highways, 1943

Disposition of Receipts from State Imposts* on Highway Users, 1925-1943

IN THOUSANDS

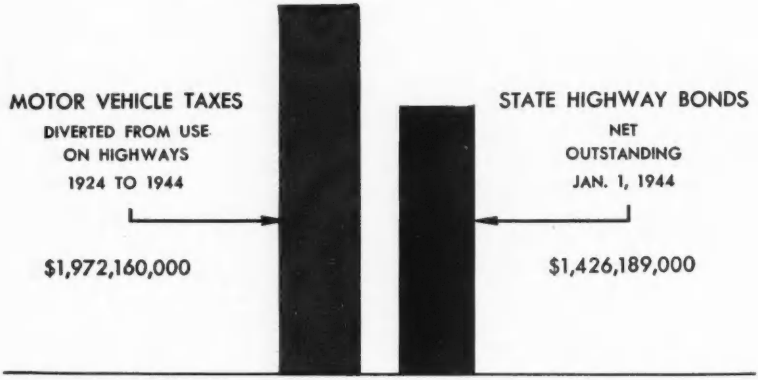
Year	Expenses of Collection and Admin.	FOR STATE HIGHWAY PURPOSES: Construction, Maint. and Adm. State Highways	State Park and Forest Roads	State Highway Police	Service of State Highway Obligations	Total, State Highway Purposes
1925	$11,961	$276,363	$ 61	$ 924	$23,280	$ 300,628
1926	16,350	320,339		492	27,802	348,633
1927	15,376	374,199		539	46,428	421,166
1928	15,875	420,442		1,592	49,446	471,480
1929	18,226	521,576	251	1,480	56,556	579,863
1930	20,319	561,331	251	3,455	62,818	627,855
1931	23,065	554,977	201	4,616	79,282	639,076
1932	20,707	458,040	1,236	5,597	85,592	550,465
1933	27,025	402,337	623	4,547	95,447	502,954
1934	28,975	371,916	1,317	8,752	127,912	509,897
1935	31,760	375,989	1,269	12,105	134,036	523,399
1936	37,942	419,552	1,597	13,967	150,097	585,213
1937	42,529	530,080	8,261	19,023	156,209	713,573
1938	43,978	488,181	7,698	23,406	174,389	693,674
1939	44,478	506,039	4,377	24,393	164,090	698,899
1940	46,693	576,295	3,007	26,449	148,728	754,479
1941	49,579	653,669	4,157	30,760	144,703	833,289
1942	46,056	538,910	3,042	33,816	153,624	729,393
1943	44,254	457,003	2,717	31,652	139,723	631,095

Year	FOR LOCAL ROADS AND STREETS: For Work On County & Local Roads	For Work on City Streets	Service of Local Highway Obligations	Total	For Non-Highway Purposes	Net Total Funds Distributed
1925	$80,246	$3,988	$1,697	$ 85,931	$ 7,179	$ 405,699
1926	95,311	5,977	2,711	103,999	6,903	475,885
1927	109,018	3,797	1,540	114,355	8,793	559,690
1928	117,780	9,701		127,481	12,046	626,882
1929	151,975	14,189		166,164	14,697	778,950
1930	164,804	12,462	4,541	181,807	20,160	850,141
1931	170,118	20,080	5,781	195,979	23,600	881,720
1932	168,889	17,397	4,146	190,432	76,747	838,351
1933	171,586	17,894	4,071	193,551	91,577	815,107
1934	190,221	24,850	7,624	222,695	122,150	883,717
1935	207,716	22,708	7,710	238,134	147,143	940,436
1936	224,993	31,468	9,035	265,496	169,344	1,057,995
1937	222,613	43,124	11,880	277,617	161,413	1,195,132
1938	232,204	42,317	5,516	280,037	157,516	1,175,205
1939	245,882	46,446	9,557	301,885	181,654	1,226,916
1940	263,900	51,321	8,110	323,331	196,579	1,321,082
1941	288,548	58,537	7,019	354,104	215,039	1,452,011
1942	276,595	57,339	7,843	341,777	204,165	1,321,391
1943	235,675	44,286	6,612	286,573	155,455	1,117,377

*Includes only state motor vehicle registration receipts, special state motor carrier taxes, and state gas taxes; does not include toll road, ferry, bridge and tunnel receipts, Federal excise or city and county levies.

SOURCE: Public Roads Administration, from Table DF-201.

Total State Motor Vehicle User Tax Diversions Since 1925 Exceed Total State Highway Bonds Now Outstanding



If state lines could have been disregarded and the aggregate diversion of state motor user taxes since 1925 placed in a fund for the retirement of the principal of state highway bonds, there would now be more than enough money in such a fund to wipe out all outstanding obligations.

One Seventh of Motorists' Taxes Diverted

Distribution of State Motor Vehicle Taxes

(In Thousands of Dollars)

Year	Collection and Administration	State Highway Purposes ①	Local Roads and Streets ①	Debt Service ②	Non-Highway Use Amount	% of Total	Total
1925	$11,961	$277,348	$ 84,234	$24,977	$7,179	1.8	$405,699
1926	16,350	320,831	101,288	30,513	6,903	1.5	475,885
1927	15,376	374,738	112,815	47,968	8,793	1.6	559,690
1928	15,875	422,034	127,481	49,446	12,046	1.9	626,882
1929	18,226	523,307	166,164	56,556	14,697	1.9	778,950
1930	20,319	565,037	177,266	67,359	20,160	2.4	850,141
1931	23,065	559,794	190,198	85,063	23,600	2.7	881,720
1932	20,707	464,873	186,286	89,738	76,747	9.2	838,351
1933	27,025	407,507	189,480	99,518	91,577	11.2	815,107
1934	28,975	381,985	215,071	135,536	122,150	13.8	883,717
1935	31,760	389,364	230,424	141,745	147,143	15.6	940,436
1936	37,942	435,116	256,461	159,132	169,344	16.0	1,057,995
1937	42,529	557,364	265,737	168,089	161,413	13.5	1,195,132
1938	43,978	519,285	274,521	179,905	157,516	13.4	1,175,205
1939	44,478	534,809	292,328	173,647	181,654	14.8	1,226,916
1940	46,693	605,751	315,221	156,838	196,579	14.9	1,321,082
1941	49,579	688,586	347,085	151,722	215,039	14.8	1,452,011
1942	46,056	575,769	333,934	161,467	204,165	15.5	1,321,391
1943	44,254	491,372	279,961	146,335	155,455	13.9	1,117,377

NOTE: Taxes include state motor vehicle registration receipts, special state motor carrier taxes, and state gas taxes. ①—Excludes debt service. ②—Includes both state and local debt.
SOURCE: U. S. Public Roads Administration.

12 States Allocate 15% or More of Their Motor Vehicle User Revenue for Non-Highway Purposes

In Thousands of Dollars	1943 Amounts Diverted	1943 % of Total Motor Taxes	Total Diversion 1924-1943
Alabama	$ 920	4.4	$ 8,064
Arizona	....	..	669
Arkansas	....	..	936
California	16,063①	20.6	105,811
Colorado	....	..	4,083
Connecticut	....	..	331
Delaware	293	10.7	3,567
Florida	12,077	38.0	123,901
Georgia	6,622	31.0	62,501
Idaho	....	..	....
Illinois	4,729	8.9	73,541
Indiana	431	1.4	21,835
Iowa	....	..	1,345
Kansas	....	..	13
Kentucky	747	4.3	10,889
Louisiana	5,086	25.3	57,189
Maine	....	..	215
Maryland	395	2.7	7,220
Massachusetts	869	4.3	52,331
Michigan	....	..	2,981
Minnesota	30②	0.1	2,050
Mississippi	....	..	387
Missouri	66③	0.3	604
Montana	4	..	949
Nebraska	2,024	15.5	16,552
Nevada	....	..	....
New Hampshire	....	..	454
New Jersey	8,766	25.1	117,616
New Mexico	537	9.9	6,080
New York	33,421	37.0	638,033
North Carolina	1,064	3.4	14,039
North Dakota	....	..	4,239
Ohio	11,122	3.4	127,585
Oklahoma	7,091	30.3	36,197
Oregon	56④	0.4	731
Pennsylvania	10,965	14.4	132,847
Rhode Island	3,078	55.2	30,162
South Carolina	376	2.8	3,614
South Dakota	46⑤	0.8	10,797
Tennessee	7,112	26.1	50,100
Texas	11,187	17.9	154,175
Utah	462	8.8	1,152
Vermont	25	0.7	164
Virginia	83	0.4	515
Washington	203	1.0	10,892
West Virginia	....	..	308
Wisconsin	9,175	30.1	78,965
Wyoming	....	..	....
Distr. of Col.	330	7.0	5,412
Total	155,455	14.0	1,982,071

① The reason why a high proportion of highway user taxes in California are still being used for non-highway purposes is that the anti-diversion amendment included a specific exception of the provisions of the 1933 Unemployment Relief Act and did not cover motor vehicle license fees. In 1943, however, $13,481,000 from state vehicle license fees was transferred to the State General Fund but in the same year $13,500,000 was allocated from the State General Fund for state-administered highways. In recent prior years no money was appropriated from the General Fund to state highways.

② Excess of revenues from operators and chauffeurs licenses over costs of administering those laws.

③ Excess of revenue from motor fuel inspection fees over costs of making the inspections.

④ Acquisition and operation of a state park.

⑤ Excess of motor vehicle and motor carrier revenues transferred to State General Fund over costs of collecting motor vehicle and motor carrier taxes.

SOURCE: 1934 through 1943 U. S. Public Roads Admin.; 1924 to 1934 Compiled by Automobile Manufacturers Association from annual tabulations by U. S. Public Roads Administration of State Highway Departments' disbursements of Motor Vehicle taxes.

16 States Have Anti-Diversion Amendments

States which have amended their constitutions so as to dedicate all state motor vehicle and gasoline taxes for highway purposes are:

	Year Adopted
California	1938
Colorado	1935
Idaho	1940
Iowa	1942
Kansas	1928
Maine	1944
Michigan	1938
Minnesota	1920
Missouri	1928
Nevada	1940
New Hampshire	1938
North Dakota	1940
Oregon	1942
South Dakota	1940
West Virginia	1942
Washington	1944

80% of State Highway Funds in 1943 From State Motor Taxes

Sources of Funds Expended for State Administered Highways, Exclusive of Income From Bond Issues

AMOUNTS—IN THOUSANDS OF DOLLARS

	Highway User Revenues ①	Federal Aid (Regular)	General Taxes and Appropriations	Other ②	Total ③
1921	$103,592	$ 77,457	$ 69,721	$ 40,400	$291,170
1922	113,113	79,741	65,860	102,995	361,709
1923	162,949	72,343	61,810	82,252	379,354
1924	222,628	91,401	38,367	101,348	453,744
1925	289,173	92,180	54,880	86,790	523,023
1926	358,855	79,163	48,147	83,197	569,362
1927	416,725	80,160	49,565	96,412	642,862
1928	493,299	80,798	54,424	99,322	727,843
1929	565,351	77,573	71,737	85,917	800,578
1930	700,911	92,463	43,318	77,693	914,385
1931	639,586	155,344	35,438	131,655	962,023
1932	574,689	111,409	31,588	75,982	793,668
1933	498,231	175,244	27,713	35,101	736,289
1934	579,276	317,815	11,165	56,735	964,991
1935	589,816	215,239	7,843	33,229	846,127
1936	663,886	328,638	5,133	41,698	1,039,355
1937	832,039	266,275	2,985	29,317	1,130,616
1938	810,087	199,066	5,962	24,288	1,039,403
1939	845,863	175,858	3,448	40,873	1,066,042
1940	761,569	160,576	4,726	28,912	955,783
1941	850,243	149,109	4,122	32,768	1,036,242
1942	745,694	122,108	5,944	31,444	905,190
1943	645,739	119,494	22,266*	15,812	803,311
			Percentages		
1921	35.6%	26.6%	23.9%	13.9%	100.0%
1922	31.3	22.0	18.2	28.5	100.0
1923	42.9	19.1	16.3	21.7	100.0
1924	49.1	20.1	8.5	22.3	100.0
1925	55.3	17.6	10.5	16.6	100.0
1926	63.0	13.9	8.5	14.6	100.0
1927	64.8	12.5	7.7	15.0	100.0
1928	67.8	11.1	7.5	13.6	100.0
1929	70.6	9.7	9.0	10.7	100.0
1930	76.7	10.1	4.7	8.5	100.0
1931	66.5	16.1	3.7	13.7	100.0
1932	72.4	14.0	4.0	9.6	100.0
1933	67.7	23.8	3.8	4.7	100.0
1934	60.0	32.9	1.2	5.9	100.0
1935	69.7	25.4	.9	3.9	100.0
1936	63.9	31.6	.5	4.0	100.0
1937	73.6	23.6	.3	2.6	100.0
1938	77.9	19.2	.6	2.3	100.0
1939	79.3	16.5	.3	3.8	100.0
1940	79.7	16.8	.5	3.0	100.0
1941	82.1	14.4	.4	3.2	100.0
1942	82.4	13.5	.7	3.5	100.0
1943	80.4	14.9	2.8*	2.0	100.0

① This column presents only that portion of highway user revenues (registration fees, motor carrier, and gasoline taxes) which was used for state administered highways, and a portion of tolls collected. Thus, the $645,739,000 highway user revenues shown here for 1943 represents only 57% of the total of $1,132,021,000 of highway revenues disposed of in 1943. The remaining portion of the highway revenues was used for work on local roads and streets, for expenses of collection and administration, and for non-highway purposes.

② Earnings of bond sinking funds, federal funds other than regular federal aid, transfers from local governments, and miscellaneous income.

③ Excluding income from issue of bonds, notes, etc.

*Approximately $13,500,000 of this total was from the General Fund in California to which California motor vehicle fees of $13,481,000 had been transferred in 1943.

SOURCE: U.S. Public Roads Administration.

77 Out of 100 Motor Vehicle Dealers Still in Business

SOURCE: Motor Age; figures as of October 1944.

	All Retail Outlets	Total Car & Truck Dlrs.	Independent Repair Shops	Wholesalers
Alabama	739	374	289	88
Arizona	280	123	140	32
Arkansas	680	336	275	81
California	5,618	1,459	4,086	495
Colorado	1,072	367	543	74
Connecticut	1,162	447	630	91
Delaware	166	66	65	13
Dist. of Col.	211	68	120	21
Florida	874	380	461	113
Georgia	836	505	319	93
Idaho	522	263	207	39
Illinois	4,857	1,936	2,798	381
Indiana	2,058	994	1,032	190
Iowa	2,238	1,085	1,039	166
Kansas	1,382	726	643	122
Kentucky	975	527	367	96
Louisiana	691	348	320	65
Maine	789	322	379	45
Maryland	801	398	367	66
Massachusetts	2,221	916	989	188
Michigan	3,362	1,421	1,797	252
Minnesota	2,562	989	1,470	128
Mississippi	561	346	157	67
Missouri	2,221	873	1,231	193
Montana	600	314	230	49
Nebraska	1,205	535	589	86
Nevada	180	68	80	10
New Hampshire	383	180	197	28
New Jersey	2,497	869	1,459	175
New Mexico	354	146	123	37
New York	6,910	2,289	4,387	455
N. Carolina	1,206	641	470	135
N. Dakota	811	363	384	32
Ohio	3,925	1,644	1,963	344
Oklahoma	1,392	577	668	126
Oregon	1,242	370	673	91
Pennsylvania	6,761	2,629	3,648	418
Rhode Island	289	119	162	26
S. Carolina	513	322	198	57
S. Dakota	628	325	274	34
Tennessee	817	397	369	99
Texas	3,971	1,648	2,181	357
Utah	483	181	214	47
Vermont	401	164	216	19
Virginia	1,337	630	647	90
Washington	1,815	581	1,174	134
West Virginia	759	414	312	72
Wisconsin	2,646	1,310	1,239	142
Wyoming	301	165	113	27
Totals October 1944	78,304	32,150	41,694	6,189
Total December 1st, 1941	95,295	41,790	49,208	—
Percent decrease, 1941 to 1944	18%	23.2%	15%	—

88 Million Motor Vehicles Produced in 45 Years

Factory Sales and Wholesale Value, U. S. Plants

	PASSENGER CARS		MOTOR TRUCKS		TOTAL	
	Number	Value	Number†	Value†	Number	Value
1900	4,192	$ 4,899,443	...	...	4,192	$ 4,899,443
1901	7,000	8,183,000	...	...	7,000	8,183,000
1902	9,000	10,395,000	...	...	9,000	10,395,000
1903	11,235	13,000,000	...	...	11,235	13,000,000
1904	22,130	23,357,692	700	$ 1,272,747	22,830	24,630,439
1905	24,250	38,670,000	750	1,330,000	25,000	40,000,000
1906	33,200	61,460,000	800	1,440,000	34,000	62,900,000
1907	43,000	91,620,000	1,000	1,780,000	44,000	93,400,000
1908	63,500	135,250,000	1,500	2,550,000	65,000	137,800,000
1909	123,990	159,765,721	3,297	5,333,683	127,287	165,099,404
1910	181,000	215,340,000	6,000	9,660,000	187,000	225,000,000
1911	199,319	225,000,000	10,681	21,000,000	210,000	246,000,000
1912	356,000	335,000,000	22,000	43,000,000	378,000	378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	548,139	420,838,378	24,900	44,219,096	573,039	465,057,474
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,651,625	1,365,395,415	224,731	371,422,820	1,876,356	1,736,818,235
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,468,067	1,038,191,037	148,052	166,070,810	1,616,119	1,204,261,847
1922	2,274,185	1,494,513,991	269,991	226,049,658	2,544,176	1,720,563,649
1923	3,624,717	2,196,272,116	409,295	308,537,929	4,034,012	2,504,810,045
1924	3,185,881	1,970,096,559	416,659	318,580,580	3,602,540	2,288,677,139
1925	3,735,171	2,458,370,026	530,659	458,400,277	4,265,830	2,916,770,303
1926	3,783,987	2,640,064,519	516,947	452,123,435	4,300,934	3,092,187,954
1927	2,936,533	2,164,670,891	464,793	420,130,624	3,401,326	2,584,801,515
1928	3,815,417	2,576,489,623	543,342	437,132,258	4,358,759	3,013,621,881
1929	4,587,400	2,847,118,562	771,020	566,029,644	5,358,420	3,413,148,206
1930	2,784,745	1,645,398,523	571,241	389,436,690	3,355,986	2,034,835,213
1931	1,973,090	1,111,273,774	416,648	262,417,542	2,389,738	1,373,691,316
1932	1,135,491	618,291,168	235,187	136,193,336	1,370,678	754,484,504
1933	1,573,512	762,736,512	346,545	186,069,314	1,920,057	948,805,826
1934	2,177,919	1,147,116,195	575,192	320,143,667	2,753,111	1,467,259,862
1935	3,252,244	1,709,425,904	694,690	379,407,751	3,946,934	2,088,833,655
1936	3,669,528	2,015,646,217	784,587	462,820,474	4,454,115	2,478,466,691
1937	3,915,889	2,304,349,252*	893,085	542,921,096*	4,808,974	2,847,270,348
1938	2,000,985	1,269,765,050*	488,100	339,226,639*	2,489,085	1,608,991,689
1939	2,866,796	1,816,434,914*	710,496	502,421,776*	3,577,292	2,318,856,690
1940	3,692,328	2,422,491,461*	777,026	593,731,603*	4,469,354	3,016,223,064
1941	3,744,300	2,615,697,373*	1,094,261	1,086,925,650*	4,838,561	3,702,623,023
1942	220,814	173,661,378*	805,264	1,366,000,000*	1,026,078	1,539,661,378
1943	0	0	677,115	1,340,000,000*	677,115	1,340,000,000
1944	0	0	749,488	1,500,000,000*	749,488	1,500,000,000

Note: Table above includes military trucks as follows:

1936	2,725	1939	6,188	1942	672,181‡
1937	1,703	1940	55,389	1943	672,614
1938	2,248	1941	218,880	1944	624,669

*Includes federal excise taxes and standard equipment.

†A substantial part of the trucks reported comprises chassis only, without body; hence the value of bodies for these chassis is not included. Buses, station wagons, fire apparatus, street sweepers and other special purpose vehicles are included. 1942, 1943 and 1944 values are estimates.

‡Includes 548 military integral type buses.

Civilian Motor Truck Production in United States

	Light ①	Medium ①	Heavy ①	Total
1936	317,189	417,153	36,275	770,617
1937	397,514	437,230	38,591	873,335
1938	211,563	248,622	21,127	481,312
1939	307,578	342,990	36,267	686,835
1940	341,038	322,873	39,265	703,176
1941*	367,467	400,184	55,554	823,205
1942	23,427	86,072	15,795	125,294
1943	-0-	179	2,709	2,888
1944	-0-	87,990	31,091	119,081

① Light trucks are defined as less than 9000 lbs.; medium 9000 to less than 16000 lbs.; and heavy 16000 lbs. and over, gross vehicle weight.

*Represents an estimated conversion from "Rated Tonnage Capacity" to "Gross Vehicle Weight."

Canadian Motor Vehicle Production

	1941		1942	
Passenger—	Units	Value	Units	Value
For sale in Canada	81,943	$72,117,522	8,596	$7,821,296
For export	14,660	9,050,172	3,640	2,483,717
Total	96,603	81,167,694	12,236	10,305,013
Trucks—(including special military vehicles)—				
For sale in Canada	76,627	82,319,669	93,903	99,179,753
For export	96,961	81,094,584	122,154	129,923,375
Total	173,588	163,414,253	216,057	229,103,128
Grand Total	270,191	244,581,947	228,293	239,408,141

1943 Canadian production of trucks, including military, was 178,064, valued at $222,393,000. No passenger cars were made.

SOURCE: Dominion Bureau of Statistics.

1943 Canadian Registrations of Cars Down 6.7%, Trucks up 5.5% From 1941

As of December 31st	1941	1942	1943	Percent Change 1941-43
Passenger Cars	1,279,536	1,216,950	1,193,827	− 6.7
Motor Trucks	278,771	283,777	294,196	+ 5.5
Motor Buses	3,441	4,016	4,302	+25.0
Motor Cycles	14,477	15,818	16,396	+13.3
Other Motor Vehicles	4,389	3,592	3,124	−28.8
Total Motor Vehicles	1,572,784	1,524,153	1,511,845	− 3.9
Trailers	80,304	74,471	82,335	+ 2.5
Chauffeurs' Licenses	428,128	411,521	432,061	+ 0.9
Drivers' Licenses	1,710,460	1,605,951	1,559,396	− 8.8
Dealers' Licenses	4,549	3,759	2,277	−49.9
Gasoline Station Licenses	21,591	16,104	8,005	−62.9
Garage Licenses	10,790	11,562	9,859	− 8.6

SOURCE: Dominion Bureau of Statistics, Ottawa, Canada.

1944 Civilian Repair Parts Production Up 42% Over 1943, For Domestic Market

Estimates Are Based on Federal Excise Tax Receipts

Calendar Year	Wholesale Value	Calendar Year	Wholesale Value
1933	$234,461,091	1939	454,673,191
1934	304,641,916	1940	$553,004,020
1935	378,323,361	1941	718,212,295
1936	448,526,861	1942	471,956,981
1937	464,618,885	1943	527,710,048
1938	348,067,646	1944*	750,000,000

*Estimated by the War Production Board.

NOTE: For year to year comparisons, probably the most comprehensive and accurate measure of the trend in the domestic market sales of repair parts and accessories is obtainable from the Federal excise tax collections. The wholesale value of parts and accessories taxable has been estimated by dividing the tax rate into the aggregate annual collections for years commencing March 1st. (There is approximately a two months' lag between the month in which sales are made and the month in which collections are normally reported.)

The Federal excise tax does not apply on parts and accessories exported, direct sales to governments, sales of garage and service equipment and items which are used for a variety of purposes other than automotive, such as bolts, nuts lacquers, paints, varnish, cloth, leather, etc., used in repairs. After July 1, 1944, sales to the United States Government are subject to Federal excise taxes.

Civilian Bus Production and Registrations

	Production	Registrations (As of Dec. 31)		Production	Registrations (As of Dec. 31)
1935	15,675	117,850	1940	17,207	142,300
1936	17,233	123,900	1941	16,596	146,058
1937	18,234	130,600	1942	15,573	151,031
1938	17,134	132,600	1943	4,019	156,891
1939	18,655	138,250	1944	9,462	161,107

Civilian production: includes 7,789 integral type buses in 1942, 1,613 in 1943, and 5,738 in 1944, according to War Production Board.

SOURCE: Bus Transportation.

Automotive Replacement Type Storage Batteries

For Civilian Use

By Years	Shipments	By Quarters	Shipments
1941	17,604,790	1st, 1943	3,969,120
1942	16,348,956	2nd	3,045,972
1943	17,058,337	3rd	4,861,055
1943, 9 months	11,876,147	4th	5,182,190
1944, 9 months	13,967,952	1st, 1944	4,518,563
Per Cent Increase	17.5%	2nd	4,020,507
		3rd	5,425,172
		9 Months	13,967,952

SOURCE: War Production Board.

Value of Exports From United States

(SOURCE: Motive Products Division, U. S. Department of Commerce)

	Passenger Cars ①	Trucks ①	Cars and Trucks ①	Parts and Accessories ②	Rubber Tires and Tubes	Total Value of Exports ②
1913	$25,673,570	$1,737,141*	$27,410,711	$8,079,338	$4,509,293	$39,999,342
1914	26,760,388	1,181,611*	27,941,999	6,907,701	3,767,998	38,617,698
1915	23,328,532	39,140,682*	62,469,214	19,268,176	13,411,914	95,149,304
1916	43,417,474	56,805,548*	100,223,022	26,808,001	17,729,008	144,760,031
1917	51,912,746	42,343,502*	94,256,248	36,441,526	16,140,493	146,838,267
1918	38,099,304	26,814,952*	64,914,256	38,408,078	15,267,509	118,589,843
1919	76,072,811	36,217,095*	112,289,906	47,986,522	30,481,886	190,758,314
1920	170,439,714	48,578,717	219,018,431	92,520,883	53,074,015	364,613,329
1921	35,097,896	10,887,832	45,985,728	41,728,167	16,313,414	104,027,309
1922	53,574,661	9,182,870	62,757,531	44,564,868	20,702,982	128,025,381
1923	95,338,707	16,447,662	111,786,369	71,122,609	20,320,708	203,229,686
1924	118,279,221	20,497,053	138.776,274	79,611,981	22,417,000	240,805,255
1925	190,855,961	39,291,105	230,147,066	98,078,545	30,505,000	358,730,611
1926	182,094,181	48,674,301	230,768,482	99,316,776	35,236,432	365,321,690
1927	214,275,617	72,029,247	286,304,864	112,619,968	44,579,258	443,504,090
1928	269,394,714	93,262,399	362,657,113	156,189,550	40,576,596	559,423,259
1929	239,633,163	112,971,107	352,604,270	204,433,451	42,794,388	599,832,109
1930	109,990,336	56,957,246	166,947,582	125,022,350	34,936,061	326,905,993
1931	53,047,943	26,302,030	79,349,973	79,304,435	22,907,795	181,562,203
1932	25,614,606	12,214,163	37,828,769	45,014,472	10,593,358	93,436,599
1933	33,945,464	20,691,338	54,636,802	41,646,879	11,377,630	107,661,311
1934	80,603,633	45,125,359	125,728,992	72,894,468	13,657,144	212,270,604
1935	99,342,411	51,985,938	151,328,349	89,354,087	13,206,125	253,888,561
1936	107,483,285	56,683,828	164,167,113	91,329,409	13,938,409	269,434,931
1937	140,638,203	102,957,996	243,596,199	122,364,286	17,914,078	383,874,563
1938	104,628,982	74,490,036	179,119,018	107,613,293	15,871,265	302,603,576
1939	89,172 300	71,422,015	160,594,315	109,321,470	21,883,803	291,799,588
1940	63,766,211	91,324,669	155,090,880	117,173,166	27,520,815	299,784,861
1941	69,077,198	154,101,500	223,178,698	133,015,153	31,472,904	164,488,057
1942 ③	13,199,744	258,256,404	271,456,148	155,474,021	45,009,153	200,483,174
1943 ③	2,424,583	145,838,138	148,262,721	129,452,852	90,068,389	367,783,962

U. S. Factory Sales to Domestic and Foreign Markets

"Domestic market" represents sales to distributors and dealers in the United States, and "foreign market" includes exports from U. S. factories plus number of vehicles assembled abroad from parts produced in U. S. plants. Canadian production is not included.

(SOURCE: U. S. Department of Commerce, Bureau of the Census)

	PASSENGER CARS			MOTOR TRUCKS			TOTAL MOTOR VEHICLES		
	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market
1921	1,468,067	1,417,017	51,050	148,052	135,483	12,569	1,616,119	1,552,500	63,619
1922	2,274,185	2,169,185	105,000	269,991	247,593	22,398	2,544,176	2,416,778	127,398
1923	3,624,717	3,449,658	175,059	409,295	349,077	60,218	4,034,012	3,798 735	235,277
1924	3,185,881	2,968,711	217,170	416,659	340,555	76,104	3,602,540	3,309,266	293,274
1925	3,735,171	3,419,072	316,099	530,659	418,064	112,595	4,265,830	3,837,136	428,694
1926	3,783,987	3,494,791	289,196	516,947	413,080	103,867	4,300,934	3,907,871	393,063
1927	2,936,533	2,604,491	332,042	464,793	330,455	134,338	3,401,326	2,934,946	466,380
1928	3,815,417	3,396 516	418,901	543,342	379,530	163,812	4,358,759	3,776,046	582,713
1929	4,587,400	4,136,305	451,095	771,020	488,353	282,667	5,358,420	4,624,658	733,762
1930	2,784,745	2,536,981	247,764	571,241	413,290	157,951	3,355,986	2,950,271	405,715
1931	1,973,090	1,838,786	134,304	416,648	309,029	107,619	2,389,738	2,147,815	241,923
1932	1,135,491	1,062,376	73,115	235,187	187,837	47,350	1,370,678	1,250,213	120,465
1933	1,573,512	1,475,357	98,155	346,545	268,117	78,428	1,920,057	1,743,474	176,583
1934	2,177,919	1,993,763	184,156	575,192	448,826	126,366	2,753,111	2,442,589	310,522
1935	3,252,244	3,041,877	210,367	694,690	570,216	124,474	3,946,934	3,612,093	334,841
1936	3,669,528	3,458,051	211,477	784,587	649,997	134,590	4,454,115	4,108,048	346,067
1937	3,915,889	3,643,386	272,503	893,085	689,674	203,411	4,808,974	4,333,060	475,914
1938	2,000,985	1,810,938	190,047	488,100	352,207	135,893	2,489,085	2,163,145	325,940
1939	2,866,796	2,702,181	164,615	710,496	558,973	151,523	3,577,292	3,261,154	316,138
1940	3,692,328	3,584,293	108,035	777,026	655,638	121,388	4,469,354	4,239,931	229,423
1941	3,744,300	3,646,715	97,585	1,094,261	937,034	157,227	4,838,561	4,583,749	254,812

1942 and later not available.

*Truck shipments to Non-Contiguous Territories, if any, were not segregated from passenger cars.
① Includes shipments to non-contiguous territories.
② Includes value of "parts for assembly" and shipments to non-contiguous territories.
③ Excludes shipments to non-contiguous territories, Alaska, Hawaii, Puerto Rico.

Summary of Latest Available World Mo

The U. S. Department of Commerce endeavored to compile registrations of motor vehicles as of January 1st, 1944, but succeeded in getting up-to-date figures only from countries in the western hemisphere and in Africa and a few other countries or islands. For convenience of persons interested, the Department of Commerce has included in the tabulation the latest available pre-war registrations indicating date of figures for each country. The world totals shown do, of course, exceed the actual registrations total that would have been obtained if all warring countries had reported.

	Passenger Cars	Trucks	Buses	Total	Date
Aegian Islands	250	150	50	450	1-1-40
Afghanistan	450	1,350	①	1,800	1-1-44
Albania	404	1,290	114	1,808	1-1-40
Algeria	31,000	2,950	320	34,270	⑥
Anglo-Egyptian Sudan	1,504	1,904	68	3,476	1-1-44
Angola	1,169	2,534	22	3,725	10-1-44
Arabia	1,927	1,018	339	3,284	⑥
Argentina	217,200	75,250	10,500	302,950	1-1-44
Australia	516,783	228,661	3,709	749,153	1-1-44
Azores	760	76	56	892	1-1-44
Bahamas	949	265	3	1,217	1-1-44
Bahrein	316	116	89	521	1-1-44
Barbados	2,042	522	95	2,659	1-1-44
Belgian Congo and Ruandi-Urundi	5,205	6,077	.....	11,282	1-1-44
Belgium	7,141	28,180	291	35,612	2-1-43
Bermuda	151	848	0	999	1-1-44
Bolivia	2,545	4,481	148	7,174	1-1-44
Borneo, British North	220	87	①	307	1-1-41
Brazil	120,710	91,149	6,705	218,564	1-1-44
British East Africa					
Kenya	8,534	4,022	190	12,746	1-1-44
Tanganyika	2,389	1,468	144	4,001	1-1-44
Uganda	2,097	1,695	180	3,972	1-1-44
Zanzibar	329	53	267	649	1-1-41
British Guiana	1,625	566	144	2,335	1-1-44
British Honduras	124	236	2	362	1-1-44
British Malaya	35,760	11,670	2,130	49,560	1-1-41
British South Africa					
Basutoland	484	100	29	613	1-1-44
Bechuanaland	424	182	①	606	1-1-44
Northern Rhodesia	2,000	270	50	2,320	1-1-41
Southern Rhodesia	15,405	5,582	81	21,068	1-1-44
Swaziland	378	162	①	540	1-1-44
British West Africa					
Gambia	128	215	.....	343	1-1-42
Gold Coast and Br. Togoland	1,751	4,229	①	5,980	1-1-44
Nigeria	3,050	3,364	26	6,440	1-1-42
Sierra Leone	471	305	①	776	1-1-41
Bulgaria	2,310	1,909	684	4,903	1-1-41
Burma	12,040	5,032	3,132	20,204	1-1-41
Canada	1,193,827	294,196	4,302	1,492,325	1-1-44
Canary Islands (East Canary Is.)	2,215	1,058	237	3,510	1-1-44
Canary Islands (West Canary Is.)	1,440	506	258	2,204	1-1-41
Ceylon	19,239	4,636	2,265	26,140	1-1-44
Chile	36,292	18,058	2,595	56,945	1-1-44
China-Free	1,913	13,409	1,210	16,532	1-1-44
Chosen	1,850	3,000	2,000	6,850	1-1-41
Colombia	16,891	11,055	4,096	32,042	1-1-44
Cook Islands	48	57	1	106	1-1-41
Costa Rica	2,372	1,265	350	3,987	1-1-44

ldMotor Vehicle Registrations by Countries

	Passenger Cars	Trucks	Buses	Total	Date
Cuba	22,590	12,315	2,314	37,219	3-1-43
Cyprus	1,573	33	1,004	2,610	1-1-41
Czechoslovakia	54,688	16,817	1,663	73,168	1-1-40
Danzig	2,741	924	59	3,724	1-1-40
Denmark	7,221	23,179	864	31,264	10-1-43
Dominica	48	29	.....	77	1-1-44
Dominican Republic	1,428	899	136	2,463	1-1-44
Ecuador	2,426	2,528	944	5,898	1-1-44
Egypt	27,880	4,073	1,326	33,279	1-1-44
Eritrea	2,123	3,891	75	6,089	1-1-44
Ethiopia	2,640	5,829	.....	8,469	1-1-44
Estonia	3,672	2,600	287	6,559	1-1-40
Faroe Islands	19	72	①	91	1-1-41
Fiji Islands	971	696	310	1,977	1-1-44
Finland	5,138	2,830	.....	7,968	1-1-40
France	785,300	198,000	16,700	1,000,000②	1-1-44
French Cameroon	637	1,106	10	1,753	1-1-44
French Equatorial Africa	433	1,489	15	1,937	1-1-44
French Guiana	317	123	6	446	1-1-40
French Indo-China	27,783	2,897	2,153	32,833	1-1-41
French Oceania	561	161	51	773	1-1-44
French Somaliland	550	300	20	870	1-1-41
French West Africa					
Dahomey	668	912	.....	1,580	1-1-40
Dakar	1,971	1,309	.....	3,280	1-1-40
Guinea	692	934	.....	1,626	1-1-40
Ivory Coast	1,628	4,091	.....	5,719	1-1-40
Mauritania	15	40	.....	55	1-1-40
Niger	92	184	.....	276	1-1-40
Senegal	444	1,118	.....	1,562	1-1-40
Sudan	651	1,054	.....	1,705	1-1-40
Germany	225,000	100,000	2,000	327,000	1-1-41
Gibraltar	947	267	40	1,254	1-1-41
Greece	6,700	8,225	2,570	17,495	1-1-41
Grenada	310	58	7	375	1-1-44
Guadeloupe	1,775	405	70	2,250	1-1-40
Guam	231	6	259	496	1-1-41
Guatemala	2,570	1,144	624	4,338	1-1-44
Haiti	1,731	754	①	2,485	1-1-41
Honduras	615	578	15	1,208	1-1-44
Hong Kong	5,120	1,406	235	6,761	1-1-41
Hungary	27,199	4,799	756	32,754	1-1-40
Iceland	1,842	1,891	151	3,884	1-1-44
India	9,600	24,500	20,500	54,600	1-1-44
Iran	8,000	4,100	600	12,700	1-1-44
Iraq	3,701	3,398	1,020	8,119	1-1-44
Ireland	54,261	13,324	880	68,465	1-1-44
Italian Somaliland	350	975	20	1,345	1-1-44
Italy	375,000	113,000	10,500	498,500	1-1-40
Jamaica	4,416	1,324	131	5,871	1-1-44
Japan	35,000	60,050	24,000	119,050	1-1-41
Kwantung Leased Territory	712	484	313	1,509	1-1-41
Latvia	3,824	3,071	370	7,265	1-1-40
Leeward Is.	891	144	40	1,075	1-1-44
Liberia	61	205	6	272	1-1-44
Libya	1,230	230	45	1,505	1-1-40
Lithuania	1,838	658	340	2,836	8-1-40
Luxemburg	7,045	3,434	190	10,669	1-1-40
Macao (Port Colony)	300	111	95	506	1-1-41
Madagascar and Dependencies	4,000	700	14	4,714	1-1-44
Madeira	700	220	150	1,070	1-1-44
Maltese Islands	626	602	1,250	2,478	1-1-41
Manchuria	3,600	7,650	3,400	14,650	1-1-41

Summary of Latest Available World Motor Vehicle Registrations by Countries

(Continued)

	Passenger Cars	Trucks	Buses	Total	Date
Martinique	1,754	500	160	2,414	1-1-44
Mauritius	1,926	407	122	2,455	1-1-44
Mexico	113,427	53,469	11,145	178,041	1-1-43
Miquelon	2	6	.....	8	1-1-41
Monaco	1,800	210	57	2,067	1-1-41
Morocco, French	12,460	5,584	905	18,949	1-1-44
Morocco, Spanish and Tangier Zone	5,890	558	442	6,890	1-1-44
Mozambique	5,708	1,452	.....	7,160	1-1-44
Netherlands	16,000	16,000	1,800	33,800	11-1-43
Netherlands Indies	53,000	13,200	8,815	75,015	1-1-40
Netherlands West Indies	4 141	1,215	359	5,715	1-1-44
New Caledonia	965	364	15	1,344	1-1-41
Newfoundland	4,878	1,681	111	6,670	1-1-44
New Guinea	403	407	.....	810	1-1-41
New Hebrides	21	31	.....	52	1-1-44
New Zealand	211,183	46,547	854	258,584	1-1-44
Nicaragua	690	554	92	1,336	1-1-44
Niue Island	7	11	.....	18	1-1-40
Norway	60,546	35,340	3,440	99,326	1-1-40
Nyasaland	821	628	7	1,456	1-1-44
Palestine	6,356	5,054	1,235	12,645	1-1-44
Panama and Canal Zone	16,091	1,585	1,056	18,732	1-1-44
Papua	104	106	.....	210	1-1-41
Paraguay	922	705	234	1,861	1-1-44
Peru	18,000	11,100	1,500	30,600	1-1-44
Philippine Islands	33 895	15,759	4,369	54,023	1-1-41
Poland	32,000	10.320	2,000	44,320	1-1-40
Portugal	35,800	11,810	1,710	49,320	1-1-40
Portuguese Guinea	155	386	.....	541	1-1-40
Portuguese Timor	69	37	.....	106	1-1-41
Reunion	1,500	400	32	1,932	1-1-44
Rumania	17,500	4,500	3,000	25,000	1-1-41
St. Lucia	140	18	29	187	1-1-44
St. Pierre	39	71	.....	110	1-1-41
St. Vincent	164	26	34	224	1-1-41
Salvador, El	2,700	698	676	4,074	1-1-44
Samoa, American	89	158	13	260	1-1-44
Samoa, Western	137	122	23	282	1-1-41
Sarawak	335	263	...	598	1-1-41
Seychelles	137	24	24	185	1-1-44
Solomon Islands (British)	4	55	.....	59	1-1-41
Southwest Africa	2,994	2,693	24	5,711	1-1-44
Spain	90,720	79,619	11,374	181,713	1-1-44
Spitzbergen	1	2	.....	3	1-1-41
Surinam	652	54	17	723	1-1-44
Sweden	165,458	54,086	4,625	224,169	1-1-44
Switzerland	25,000	12,000	...	37,000	1-1-42
Syria and Lebanon	7,576	2,748	553	10,877	1-1-44
Taiwan (Formosa)	1,390	1,242	1,368	4,000	1-1-40
Thailand	6,279	6,186	1,153	13,618	1-1-41
Togo (French)	150	400	.....	550	1-1-40
Tonga	62	59	.....	121	1-1-41
Trans-Jordan	330	255	23	608	1-1-44
Trinidad and Tobago	6,755	3,588	.....	10,343	1-1-41
Tunisia	7,000	1,062	137	8,199	1-1-44
Turkey	4,500	8,000	1,000	13,500	1-1-44
Union of South Africa	290,508	53,725	2,187	346,420	1-1-44
United Kindom	1,149,923	440,929	⑥ 81,368	1,672,220	1-31-40
U.S.S.R. (Soviet Russia)	170,000	890,000	.....	1,060,000	1-1-41
Uruguay	47,410	16,000	1,711	65,121	1-1-44
Venezuela	18,109	14,734	1,396	34,239	1-1-44
Yugoslavia	15,886	5,331	968	22,185	1-1-41
Total, outside U. S.	6,694,669	3,317,428	297,573	10,309,670	
United States	26,009,073	4,726,737	152,324	30,888,134	1-1-44
Alaska	2,668	1,488	.....	4,156	1-1-40
Hawaiian Islands	57,433	12,762	900	71,095	1-1-44
Puerto Rico	17,487	8,608	①	26,095	1-1-44
Virgin Islands	730	348	32	1,110	1-1-44
Total U. S. and Territories	26,087,391	4,749,943	153,256	30,990,590	
WORLD TOTAL	32,782,060	8,067,371	450,829	41,300,260	

① Included in figure for trucks. ②1,000,000 total broken down for cars, trucks and buses in proportion to registrations for 1-1-40. ③Included with passenger cars. ④Included taxis. ⑤Passenger Cars 1-1-40, Trucks and Buses 1-1-44. ⑥3 regions 1-1-44; 2 regions 1-1-42; 1 region 1-1-40.

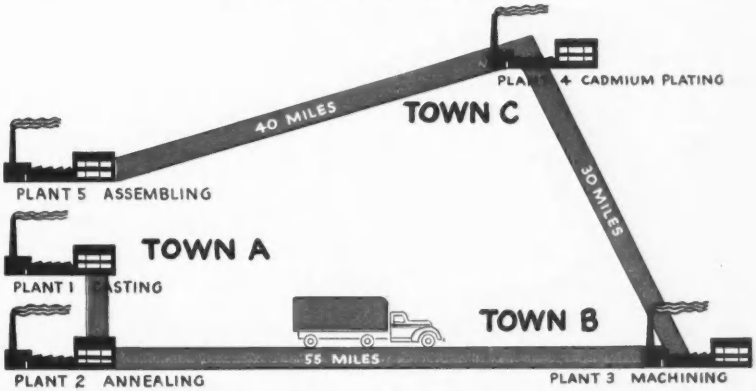
War Assembly Line 215 Miles Long

Below are diagrams illustrating how contractors, by means of motor trucks, are utilizing manufacturing facilities of subcontractors located at distant places, under conditions where deliveries of parts and sub-assemblies must be on regular and uninterrupted schedules to ensure continuous operation of plants or departments.

Four Plants in Three Cities Linked by Trucks

Trucks haul forgings from plant A to plant B, 100 miles away, for heat treating; then carry heat-treated forgings another 100 miles to plant C for machining; and finally to plant D 15 miles away for assembly into finished unit.

Use of Facilities of Four Subcontractors in Three Towns Made Possible by Trucks



By means of trucks an automotive prime contractor for shells utilized the casting, annealing, machining and plating facilities of four subcontractors in three towns, in effect extending his assembly line 125 miles.

Motor Vehicle Registrations, 1895-1944

December 31st	PASSENGER CARS ① Number	Percent Change	MOTOR TRUCKS Number	Percent Change	TOTAL MOTOR VEHICLES Number	Percent Change
1895	4	....	.....	....	4	....
1896	16	....	.....	....	16	....
1897	90	....	.....	....	90	....
1898	800	....	.....	....	800	....
1899	3,200	....	.....	....	3,200	....
1900	8,000	....	.....	....	8,000	....
1901	14,800	+85	.....	....	14,800	+85
1902	23,000	+55	.....	....	23,000	+55
1903	32,920	+43	.....	....	32,920	+43
1904	54,590	+66	700	....	55,290	+68
1905	77,400	+42	1,400	+100	78,800	+43
1906	105,900	+37	2,200	+57	108,100	+37
1907	140,300	+33	2,900	+32	143,200	+32
1908	194,400	+38	4,000	+38	198,400	+38
1909	305,950	+57	6,050	+51	312,000	+57
1910	458,500	+50	10,000	+65	468,500	+50
1911	619,500	+35	20,000	+100	639,500	+36
1912	902,600	+46	41,400	+107	944,000	+48
1913	1,194,262	+32	63,800	+54	1,258,062	+33
1914	1,625,739	+36	85,600	+34	1,711,339	+36
1915	2,309,666	+42	136,000	+59	2,445,666	+43
1916	3,297,996	+43	215,000	+58	3,512,996	+44
1917	4,657,340	+42	326,000	+52	4,983,340	+42
1918	5,621,617	+21	525,000	+61	6,146,617	+23
1919	6,771,074	+21	794,372	+51	7,565,446	+23
1920	8,225,859	+22	1,006,080	+27	9,231,941	+22
1921	9,346,195	+14	1,117,100	+11	10,463,295	+13
1922	10,862,650	+16	1,375,725	+23	12,238,375	+17
1923	13,479,608	+24	1,612,569	+17	15,092,177	+23
1924	15,460,649	+15	2,134,724	+32	17,595,373	+17
1925	17,496,420	+13	2,440,854	+14	19,937,274	+13
1926	19,237,171	+10	2,764,222	+13	22,001,393	+10
1927	20,219,224	+ 5	2,914,019	+ 5	23,133,243	+ 5
1928	21,379,125	+ 6	3,113,999	+ 7	24,493,124	+ 6
1929	23,121,589	+ 8	3,379,854	+ 8	26,501,443	+ 8
1930	23,059,282	−0.3	3,486,019	+3.1	26,545,281	+0.2
1931	22,366,313	−3.0	3,466,571	−0.6	25,832,884	−2.5
1932	20,885,814	−6.6	3,229,315	−6.8	24,115,129	−6.7
1933	20,643,564	−1.2	3,230,668	+0.4	23,874,232	−1.0
1934	21,532,408	+4.4	3,419,254	+5.9	24,951,662	+4.6
1935	22,562,847	+4.9	3,664,429	+7.2	26,227,276	+5.1
1936	24,176,211	+7.1	3,987,339	+8.9	28,165,550	+7.3
1937	25,449,924	+5.4	4,255,296	+6.9	29,705,220	+5.5
1938	25,261,649	−0.7	4,224,031	−0.7	29,485,680	−0.7
1939	26,201,395	+3.7	4,413,692	+4.5	30,615,087	+3.8
1940	27,434,979	+4.7	4,590,386	+4.0	32,025,365	+4.6
1941	29,507,113	+7.6	4,876,054	+6.2	34,383,167	+7.4
1942	27,974,156	−5.2	4,608,086	−5.5	32,582,242	−5.3
1943	26,019,432	−7.0	4,480,176	−2.8	30,499,608	−6.4
1944 ②	25,608,400	−1.6	4,528,100	+1.1	30,136,500	−1.0

Tax-Exempt Publicly-Owned Vehicles Not Included in Above Registrations ②

	Passenger Cars	Trucks	Not Classified	Total
1937	76,349	195,111	64,612	336,072
1938	91,192	208,381	67,656	367,230
1939	87,088	228,428	79,267	394,783
1940	101,593	248,678	77,225	427,496
1941*	105,618	210,150	66,061	381,829
1942*	141,377	278,981	.....	420,358
1943*	141,965	246,561	.....	388,526

①—Buses included with passenger cars in all except 5 or 6 states. Taxicabs are included with passenger cars.

②—Some states require government-owned vehicles to pay registration fees same as privately-owned vehicles. In such states the government-owned vehicles are included among the regular registrations in above table. *Excludes military vehicles. ③Estimated by Automobile Manufacturers Association.

SOURCE: Figures from 1921 to date from U. S. Public Roads Administration; previous years are estimates by Automobile Manufacturers Association.

1944 Car Registrations Down 1.6%, Trucks Up 1%

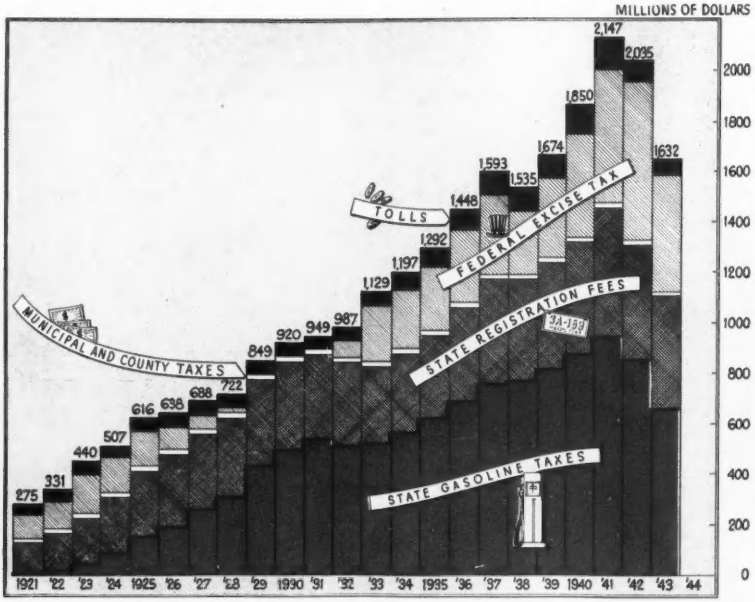
Registrations as of December 31st, 1943 and 1944

	Passenger Cars & Buses			Motor Trucks			Total Vehicles	
	1943	1944	% Change	1943	1944	% Change	1943	1944
Ala.	289,367	285,600	−1.3	67,885	70,000	+3.3	357,252	355,600
Ariz.	109,473	110,000	+0.5	27,070	27,200	+0.7	136,543	137,200
Ark.	196,530	190,700	−3.0	71,916	74,400	+3.6	268,446	265,100
Calif.	2,427,044	2,456,000	+1.2	322,676	335,900	+4.1	2,749,720	2,791,900
Colo.	277,056	262,000	−5.4	66,386	67,700	+2.0	343,442	329,700
Conn.	445,930	432,600	−3.0	64,265	63,200	−1.5	510,195	495,800
Del.	55,081	54,300	−1.4	11,150	11,900	+7.4	66,231	66,200
Fla.	385,008	403,800	+4.9	82,842	86,900	+5.0	467,850	490,700
Ga.	423,067	429,200	+1.5	91,349	95,200	+4.2	514,416	524,400
Ida.	113,122	111,800	−1.1	35,724	35,100	−1.7	148,846	146,900
Ill.	1,592,938	1,518,000	−4.7	210,632	207,000	−1.7	1,803,570	1,725,000
Ind.	854,878	809,500	−5.3	132,999	130,600	−1.8	987,877	940,100
Ia.	615,535	598,700	−2.7	97,642	98,300	+0.7	713,177	697,000
Kans.	486,679	476,200	−2.1	114,376	116,400	+1.9	601,051	592,600
Ky.	365,772	358,900	−1.9	73,107	75,400	+3.2	438,879	434,300
La.	317,799	327,900	+3.2	70,743	72,700	+2.8	388,542	400,600
Me.	145,944	146,600	+0.4	42,385①	44,400①	+4.8	188,329	191,000
Md.	403,745	398,000	−1.4	61,762	55,700	−9.8	465,507	453,700
Mass.	722,249	725,200	+0.4	102,533	101,900	−0.6	824,782	827,100
Mich.	1,376,837	1,341,000	−2.6	137,905③	137,100②	−0.6	1,514,742	1,478,100
Minn.	663,663	634,800	−4.3	115,081	112,300	−2.3	778,744	747,100
Miss.	183,115	182,900	−1.5	63,477	64,100	+1.0	246,592	247,000
Mo.	730,122	688,500	−5.7	144,772	137,200	−5.2	874,894	825,700
Mont.	116,229	112,800	−2.9	44,580	46,300	+4.0	160,809	159,100
Nebr.	334,810	331,200	−1.1	69,232	71,100	+2.8	404,042	402,300
Nev.	40,548	36,500	−9.9	9,850	9,600	−2.4	50,398	46,100
N. Hamp.	84,823	88,500	+4.3	29,130	28,400	−2.3	113,953	116,900
N. J.	872,049	887,200	+1.7	137,366	137,200	−0.1	1,009,415	1,024,400
N. Mex.	81,489	83,500	+2.5	27,356	27,800	+1.7	108,845	111,300
N. Y.	1,958,603	1,954,000	−0.2	299,262	301,000	+0.6	2,257,865	2,255,000
N. C.	506,655	521,100	+2.9	95,600	95,300	−0.2	602,255	616,400
N. D.	135,075	135,500	+0.3	44,397	47,400	+6.8	179,472	182,900
Ohio	1,780,425	1,709,700	−4 0	185,596	185,300	−0.1	1,966,021	1,895,000
Okla.	407,324	391,300	−3.9	101,969	101,400	−0.5	509,293	492,700
Ore.	333,688	332,900	−0.2	74,724③	77,700②	+4.1	408,412	410,600
Pa.	1,706,722	1,636,500	−4.1	254,888	257,800	+1.2	1,961,610	1,894,300
R. I.	152,009	151,100	−0.6	19,586	19,900	+2.0	171,595	171,000
S. C.	279,614	273,000	−2.4	49,813	49,700	−0.2	329,427	322,700
S. D.	147,336	143,900	−2.3	35,172	35,700	+1.7	182,508	179,600
Tenn.	376,360	378,600	+0.6	71,701	74,700	+4.2	448,061	453,300
Texas	1,272,358	1,271,000	−0.1	287,512	292,300	+1.7	1,559,870	1,563,300
Utah	132,723	128,400	−3.2	25,615	26,000	+1.6	158,338	154,400
Vt.	71,424	74,000	+3.7	9,609④	10,200④	+6.7	81,033	84,200
Va.	433,960	440,300	+1.5	81,909	86,600	+5.8	515,869	526,900
Wash.	502,543	507,000	+0.9	94,042	96,000	+2.2	596,585	603,000
W. Va.	224,847	217,800	−3.1	51,270	56,000	+9.5	276,117	273,800
Wisc.	703,920	688,600	−2.2	136,371	140,700	+3.2	840,291	829,300
Wy.	62,764	61,200	−2.5	19,977	20,100	+1.0	82,741	81,300
Dist. of Col.	120,180	110,600	−7.9	14,976	13,300	−10.8	135,156	123,900
Totals	26,019,432	25,608,400	−1.6	4,480,176	4,528,100	+1.1	30,499,608	30,136,500

①Includes freight trailers. ②Taxicabs included with trucks; in other states taxicabs are included with passenger cars. ③Trailers included with trucks. ④Trucks under 1500 pounds capacity included with passenger cars.

SOURCE: 1943 data from U. S. Public Roads Administration. 1944 data estimated by Automobile Manufacturers Association based on a survey of the individual state authorities, as of November 1st.

1944 Special Motor Vehicle Taxes $1,820,000,000



	State Gross Registration Receipts ①	State Gasoline Tax (Net)	Municipal and County Taxes ②	Federal Excise Taxes ③	Tolls ③	Total
1925.....	$260,619,621	$148,358,087	$13,684,000	$145,302,000	$48,316,000	$616,279,708
1926.....	288,282,352	187,603,231	14,655,000	96,432,000	51,345,000	638,317,583
1927.....	301,061,132	258,838,813	15,343,000	60,474,000	52,657,000	688,373,945
1928.....	322,630,025	304,871,766	15,990,000	25,463,000	53,010,000	721,964,791
1929.....	347,843,543	431,311,519	16,392,000	.....	53,608,000	849,155,062
1930.....	355,704,860	493,865,117	16,555,000	.....	53,445,000	919,569,977
1931.....	344,337,654	536,397,458	15,742,000	.....	52,258,000	948,735,112
1932.....	330,005,109 ④	513,047,239	15,861,000	75,356,000	52,521,000	986,790,348
1933.....	310,100,884	518,195,712	16,000,000	230,649,000	54,000,000	1,128,945,596
1934.....	316,662,000	565,027,000	16,000,000	235,743,000	64,000,000	1,197,432,000
1935.....	335,375,000	616,852,000	16,000,000	256,671,000	67,600,000	1,292,498,000
1936.....	374,920,000	686,631,000	16,000,000	297,142,000	73,400,000	1,448,093,000
1937.....	415,829,000	756,930,000	16,000,000	326,515,000	78,200,000	1,593,474,000
1938.....	405,246,000	766,853,000	16,000,000	267,959,000	78,700,000	1,534,758,000
1939.....	430,549,000	816,433,000	16,000,000	324,012,000	87,400,000	1,674,394,000
1940.....	457,091,000	864,472,000	16,000,000	416,394,000	96,100,000	1,850,057,000
1941.....	511,242,000	950,956,000	16,000,000	572,759,000	96,100,000	2,147,057,000
1942.....	470,864,000	839,457,000	16,000,000	628,099,000	82,100,000	2,034,520,000
1943.....	449,724,000	654,855,000	15,000,000	448,436,000	64,436,000	1,632,015,000
1944 Est.	445,000,000	740,000,000	15,000,000	550,000,000	70,000,000	1,820,000,000

These are taxes on the motor vehicle owners. Income and property taxes on motor vehicle, body, parts and tire factories, garages, dealers, repair shops, terminals and truck, taxicab and bus operating companies are not included.

①—U. S. Public Roads Administration. ②—Estimated by Automobile Manufacturers Association based on "The Taxation of Motor Vehicles in 1932" by the U. S. Public Roads Administration, and other special surveys. Data prior to 1934 include personal property taxes. Data for 1934 and following years do not include personal property taxes. ③—Estimated by Public Roads Administration from U. S. Bureau of Internal Revenue Reports. Includes only estimated motor vehicle portion of Federal Excise Tax Collections on gasoline and lubricating oil. Includes excise on for-hire vehicles in 1925 and 1926, and motor vehicle use tax in 1942 and 1943. ④—Includes special motor carrier taxes from 1932 to date.

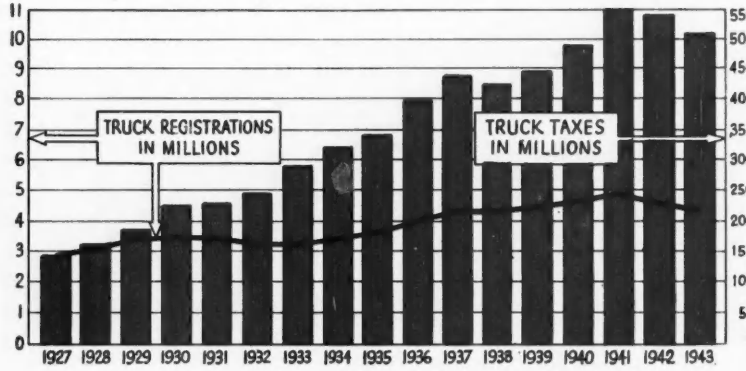
State Motor Vehicle Fees and Gasoline Taxes

In Thousands of Dollars

	Gasoline Taxes			Registration Fees Including Special Motor Carrier Taxes		
	1941	1942	1943	1941	1942	1943
Alabama	$18,323	$18,360	$14,339	$ 6,853	$ 6,266	$ 6,704
Arizona	5,361	5,260	4,106	1,577	1,632	1,825
Arkansas	13,100	12,658	10,230	3,939	4,139	4,030
California	58,076	53,912	43,100	35,815	34,402	34,757
Colorado	8,833	8,168	6,365	3,812	4,015	3,844
Connecticut	11,758	9,343	6,880	8,586	8,330	7,638
Delaware	2,501	2,028	1,531	1,456	1,259	1,197
Florida	29,832	23,402	20,612	9,890	10,942	10,810
Georgia	26,049	21,585	18,182	3,061	3,007	3,025
Idaho	5,231	4,721	3,944	1,615	1,415	1,456
Illinois	44,762	39,734	29,111	26,567	26,834	23,656
Indiana	28,518	25,897	19,788	13,040	11,150	10,704
Iowa	15,338	13,777	10,544	14,646	13,760	13,496
Kansas	11,234	10,216	8,058	6,372	5,960	6,017
Kentucky	16,175	14,284	12,193	6,517	5,173	4,999
Louisiana	21,425	19,552	16,325	3,635	3,577	3,643
Maine	6,657	5,119	3,919	4,456	4,106	3,880
Maryland	13,070	11,313	9,057	7,830	6,300	5,802
Massachusetts	22,488	16,627	13,095	8,043	7,417	6,937
Michigan	35,585	31,615	23,193	27,787	25,285	24,081
Minnesota	18,870	18,846	13,390	19,577①	9,860	8,494
Mississippi	13,753	12,650	9,986	3,672	3,303	3,156
Missouri	14,277	12,670	9,802	12,655	11,767	11,006
Montana	5,467	4,749	3,601	1,863	1,618	1,463
Nebraska	12,268	11,661	10,009	3,227	2,936	3,153
Nevada	1,683	1,671	1,210	722	795	833
New Hampshire	3,715	2,891	1,955	3,295	2,925	2,585
New Jersey	26,221	21,631	14,488	24,453	22,576	20,289
New Mexico	5,076	4,362	3,392	2,485	2,196	2,005
New York	74,458	58,657	42,926	54,004	49,095	47,409
North Carolina	30,649	24,293	20,336	10,361	10,272	10,420
North Dakota	3,515	3,226	2,435	2,071	1,982	1,968
Ohio	58,113	52,911	41,443	34,106	32,176	31,263
Oklahoma	18,661	19,142	14,947	7,115	9,111	8,258
Oregon	13,029	11,934	9,630	6,080	5,584	5,799
Pennsylvania	64,867	55,883	43,450	41,333	37,960	32,429
Rhode Island	4,272	3,404	2,585	3,438	3,269	2,986
South Carolina	15,817	13,053	10,526	3,045	2,535	2,625
South Dakota	4,559	4,378	3,596	2,348	2,256	2,121
Tennessee	24,190	23,509	19,920	7,198	6,136	6,547
Texas	52,747	48,365	37,631	26,848	26,380	24,832
Utah	4,432	4,249	3,892	1,335	1,317	1,413
Vermont	2,930	2,256	1,620	2,750	2,491	2,192
Virginia	22,916	19,472	15,279	8,854	8,942	8,474
Washington	19,321	18,327	14,998	5,653	4,381	5,552
West Virginia	11,553	9,996	7,264	7,320	5,972	5,781
Wisconsin	22,737	20,991	15,046	16,703	14,984	15,287
Wyoming	3,065	2,479	2,049	981	1,004	1,036
Dist of Columbia	3,479	4,230	2,877	2,253	2,072	1,847
Total	**$950,956**	**$839,457**	**$654,855**	**$511,242**	**$470,864**	**$449,724**

①—Large increase due to law requiring 1942 licenses before November 15, 1941.
Figures from United States Public Roads Administration.

1944 Special Truck Taxes Exceed Half Billion Dollars



Special Taxes per Truck Average $126

Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	Registration Fees (State)	Motor Carrier & Trailer Fees (State)	Gasoline Tax (State)	Federal Excise Taxes ④	Special City & County Taxes ①	Bridge, Tunnels Ferry Tolls ②	Total Special Taxes	Average per Truck Registered
1927	$64,691	$1,005	$75,108	.....	$3,050	N. A.	$143,854	$49.37
1928	69,400	1,402	87,161	.....	3,250	N. A.	161,213	51.77
1929	72,823	1,607	108,506	.....	3,450	N. A.	186,386	55.15
1930	78,789	1,955	138,055	.....	3,650	N. A.	222,449	63.81
1931	76,616	2,758	144,756	.....	3,850	N. A.	227,980	65.77
1932	74,046	8,577③	139,376	$19,510	4,050	N. A.	245,559	76.04
1933	68,659	11,683	142,287	59,459	4,450	N. A.	286,538	88.69
1934	71,852	13,906	154,170	60,516	4,600	$12,710	317,754	92.93
1935	78,598	17,998	161,743	65,598	5,100	13,635	342,672	93.51
1936	89,160	22,199	191,455	75,445	5,300	15,122	398,681	99.99
1937	95,115	24,966	208,783	82,508	5,600	16,217	433,189	101.80
1938	95,461	25,270	206,791	67,835	5,676	16,314	417,347	98.80
1939	101,786	26,618	216,434	75,889	5,923	17,343	443,993	100.59
1940	104,950	30,019	227,726	94,995	6,170	18,036	481,896	104.98
1941	115,537	35,565	242,045	131,071	7,675	19,303	551,196	113.04
1942	111,152	37,178	228,743	136,390	7,260	18,280	539,003	116.97
1943	110,519	39,362	224,850	120,703	7,018	17,650	520,102	116.09
1944*	111,625	39,750	250,000	143,200	7,100	18,000	569,675	126.00

NOTES:

①—Estimates based on data contained in "Taxation of Motor Vehicles in 1932," Public Roads Administration.

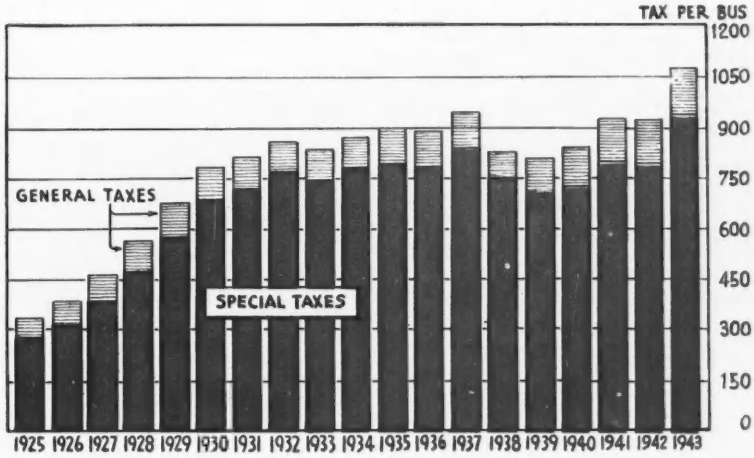
②—Estimates based on data in June, 1941 issue of "Public Roads," Public Roads Administration.

③—Includes special motor carrier taxes from 1932 to date. Prior to 1932 Trailer fees only are shown.

④—Includes motor vehicle use tax in 1942, 1943 and 1944. *Estimated by A.M.A.

SOURCE: First three columns from Public Roads Administration; Federal excise taxes based on reports of internal revenue; and special city and county taxes are estimates by Automobile Manufacturers Association.

Special Taxes Total $995 Per Bus in 1944



Revenue Busses Paid $78,481,000 Special Taxes, 1944

Figures from National Association of Motor Bus Operators

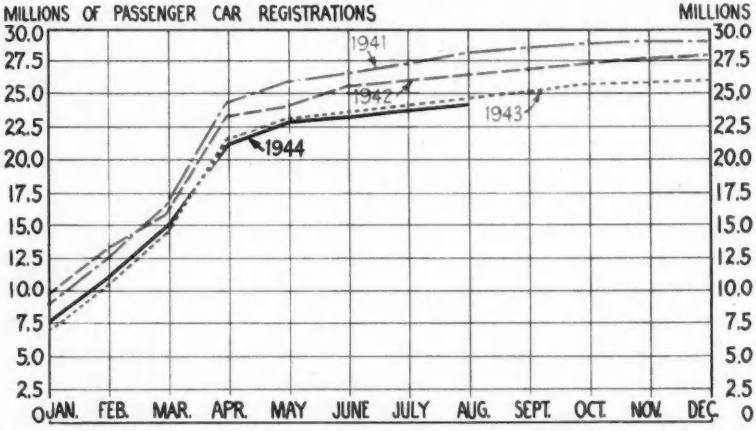
	Special Taxes	General Taxes*	Total Bus Taxes*	Special Taxes Per Bus	General Taxes Per Bus	Total Taxes Per Bus	Special Tax Per Bus Per Mile of Highway Used
1925....	$10,300,000	$2,300,000	$12,600,000	$274.29	$ 61.25	$335.54	$49.24
1926....	13,100,000	3,000,000	16,100,000	311.65	71.37	383.02	55.36
1927....	16,800,000	3,300,000	20,100,000	386.33	75.89	462.22	64.28
1928....	21,200,000	3,800,000	25,000,000	474.61	85.07	559.68	74.16
1929....	26,800,000	4,500,000	31,000,000	576.04	97.82	673.86	81.25
1930....	31,200,000	4,900,000	36,100,000	677.00	106.32	783.32	90.87
1931....	32,525,000	4,125,000	36,650,000	716.41	90.86	807.27	88.62
1932....	34,500,000	4,150,000	38,650,000	766.67	92.22	858.89	90.93
1933....	33,470,000	4,030,000	37,500,000	743.77	89.56	833.33	81.64
1934....	33,300,000	3,980,000	37,280,000	774.42	92.56	866.98	82.91
1935....	35,625,000	4,750,000	40,375,000	791.66	105.56	897.22	89.06
1936....	38,475,500	5,125,500	43,601,000	785.22	104.60	889.82	97.18
1937....	43,231,000	5,761,000	48,992,000	839.43	111.87	951.30	109.90
1938....	38,545,086	5,156,825	43,701,911	748.95	100.13	848.08	101.48
1939....	35,994,440	5,859,560	41,854,000	698.24	113.67	811.91	100.35
1940....	38,028,340	6,190,660	44,219,000	704.23	114.64	818.87	110.77
1941....	46,575,450	6,959,550	53,535,000	808.88	120.87	929.75	148.30
1942....	56,369,910	8,423,090	64,793,000	807.59	120.68	928.27	142.71
1943....	59,323,000	8,677,000	68,000,000	800.42	117.08	917.50	136.50
1944① ..	78,481,000	11,479,000	89,960,000	998.00	145.53	1,140.53	175.77

① Estimates.

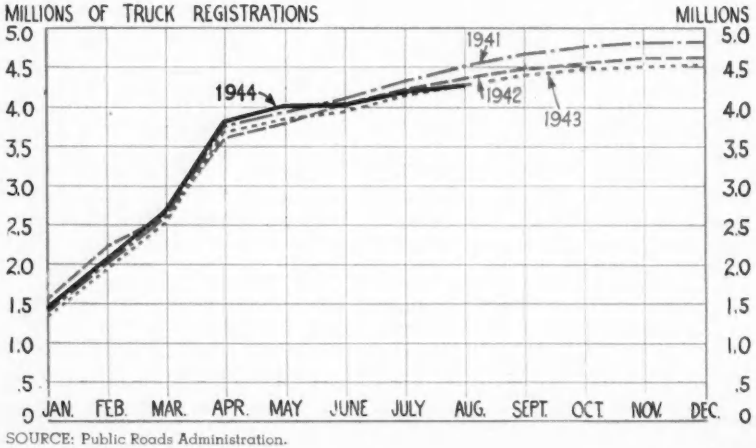
*Does not include income and excess profits taxes.

Total Motor Vehicle Registrations Increase Throughout Year

Cumulative Registrations in First Part of Year Do Not Indicate Total Number of Vehicles in Operation

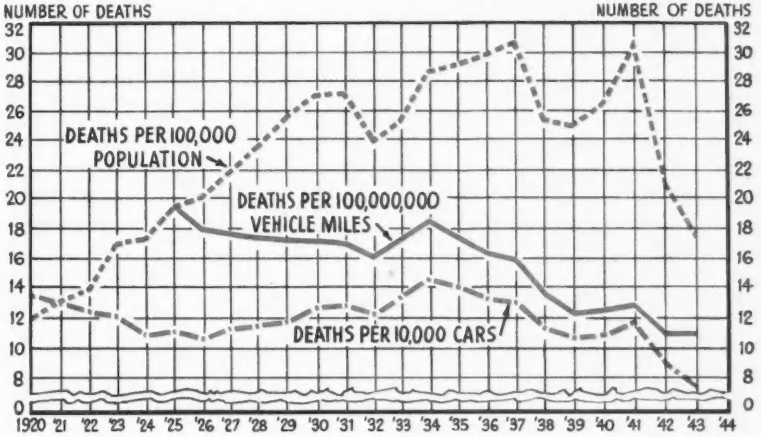


Approximately a third of the passenger cars and trucks are registered during the first month of the registration year. Old cars and trucks, as well as new and used vehicles sold, are being registered in every month of the year. By July 1, there have been registered about 91% of the cars and 88% of the trucks registered at the end of the registration year, according to charts appearing above and below. Reasons are (a) states allowing monthly, quarterly and semi-annual reductions in license fees; (b) sales of used as well as new vehicles in all months; (c) some farm vehicles not being registered until spring months.



SOURCE: Public Roads Administration.

1944 Traffic Fatalities Slightly Down



(SOURCE: "Accident Facts" by the National Safety Council)

		DEATHS FROM COLLISION WITH							TOTAL DEATH RATES		
	ALL DEATHS	Deaths from Non-Collision Accidents	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles and Horsedrawn Vehicles	Fixed Objects	Per 100,000 Population	Per 10,000 Mot. Vehicles	Per 100,000,000 Vehicle Miles
1927.....	25,769	7,870	10,820	3,430	1,832	520	820	500	21.8	11.1	17.7
1928.....	27,996	8,070	11,420	4,310	2,142	569	950	540	23.3	11.4	17.4
1929.....	31,215	9,380	12,250	5,400	2,046	530	990	620	25.7	11.7	17.3
1930.....	32,929	9,970	12,900	5,880	1,830	481	1,150	720	26.7	12.4	17.4
1931.....	33,675	9,570	13,370	6,820	1,714	435	900	870	27.1	13.0	17.0
1932.....	29,451	8,500	11,490	6,070	1,522	316	750	800	23.6	12.2	16.1
1933.....	31,363	8,680	12,840	6,470	1,437	318	710	900	24.9	13.2	17.1
1934.....	36,101	9,820	14,480	8,110	1,457	332	860	1,040	28.5	14.4	18.4
1935.....	36,369	9,720	14,350	8,750	1,587	253	700	1,010	28.5	13.9	17.4
1936.....	38,089	9,410	15,250	9,500	1,697	269	900	1,060	29.7	13.5	16.4
1937.....	39,643	9,690	15,500	10,320	1,810	264	900	1,160	30.7	13.3	15.9
1938.....	32,582	7,350	12,850	8,900	1,490	165	890	940	25.0	11.1	21.8
1939.....	32,386	7,980	12,400	8,700	1,330	150	910	1,000	24.7	10.6	12.0
1940.....	34,501	7,800	12,700	10,100	1,707	132	960	1,100	26.1	10.8	12.1
1941.....	39,969	9,450	13,550	12,500	1,840	118	1,160	1,350	30.0	11.6	12.7
1942.....	28,309	6,740	10,650	7,300	1,750	130	890	850	21.1	8.7	10.9
1943.....	23,830	5,650	9,900	5,300	1,500	140	620	720	17.4	7.8	11.1
1944*.....	23,800	5,250	9,900	5,600	1,600	160	540	750	——	7.9	11.2
					Percentage Changes						
1933 to 1943	−25%	−36%	−25%	−20%	+ 4%	−56%	−14%	−22%	−16%	−42%	−35%
1943 to 1944	0%	− 7%	0%	+ 6%	+ 7%	+14%	−13%	+ 4%			

SOURCE: U. S. Census Bureau for total death rand deaths from collisions with railroad trains and electric cars, through 1942. All other death figures are National Safety Council approximations. U. S. Public Roads Administration for motor vehicle registration and for gasoline consumption used for estimating vehicle mileage.
*Preliminary.

Members of

Automobile Manufacturers Association

Passenger Car Manufacturers

Trade Name	Member or Manufacturer	Address
Buick	Buick Motor Division*	Flint, Mich.
Cadillac	Cadillac Motor Car Division*	Detroit, Mich.
Checker	Checker Cab Mfg. Corporation	Kalamazoo, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Chrysler	Chrysler Sales Division†	Detroit, Mich.
Crosley	The Crosley Corporation	Cincinnati, Ohio
De Soto	De Soto Division†	Detroit, Mich.
Dodge	Dodge Division†	Detroit, Mich.
Graham	Graham-Paige Motors Corporation	Detroit, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
Hupmobile	Hupp Motor Car Corporation	Detroit, Mich.
Nash	Nash-Kelvinator Corporation	Detroit, Mich.
Oldsmobile	Olds Motor Works Division*	Lansing, Mich.
Packard	Packard Motor Car Company	Detroit, Mich.
Plymouth	Plymouth Division†	Detroit, Mich.
Pontiac	Pontiac Motor Division*	Pontiac, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

Ambulance and Funeral Vehicle Manufacturers

Cadillac	Cadillac Motor Car Division*	Detroit, Mich.
Packard	Packard Motor Car Company	Detroit, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.

Station Wagons and Suburbans

Buick	Buick Motor Division*	Flint, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Chrysler	Chrysler Sales Division†	Detroit, Mich.
Crosley	The Crosley Corporation	Cincinnati, Ohio
Hudson	Hudson Motor Car Company	Detroit, Mich.
International	International Harvester Company	Chicago, Ill.
Packard	Packard Motor Car Company	Detroit, Mich.
Plymouth	Plymouth Division†	Detroit, Mich.
Pontiac	Pontiac Motor Division*	Pontiac, Mich.
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

†Chrysler Corporation *General Motors Corporation

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	The Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Corbitt	The Corbitt Company	Henderson, N. C.
Crosley	The Crosley Corporation	Cincinnati, Ohio
Diamond T	Diamond T. Motor Car Company	Chicago, Ill.
Dodge	Dodge Division†	Detroit, Mich.
Federal	Federal Motor Truck Company	Detroit, Mich.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
International	International Harvester Company	Chicago, Ill.
LaFrance-Republic	Sterling Motor Truck Company	Milwaukee, Wis.
Mack	Mack Manufacturing Corporation	New York, N. Y.
Reo	Reo Motors, Inc.	Lansing, Mich.
Sterling	Sterling Motor Truck Company	Milwaukee, Wis.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

†Chrysler Corporation *General Motors Corporation

Motor Bus Manufacturers

Diamond T	Diamond T Motor Car Company	Chicago, Ill.
Federal	Federal Motor Truck Company	Detroit, Mich.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
I. H. C.	International Harvester Company	Chicago, Ill.
Mack	Mack Manufacturing Corporation	New York, N. Y.
Reo	Reo Motors, Inc.	Lansing, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.
White	The White Motor Company	Cleveland, Ohio

Truck Trailer Manufacturers

Corbitt	The Corbitt Company	Henderson, N. C.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
Mack	Mack Manufacturing Corporation	New York, N. Y.
White	The White Motor Company	Cleveland, Ohio

Motor Fire Apparatus Manufacturers

Mack	Mack Manufacturing Corporation	New York, N. Y.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio

Employment, Earnings and Hours of All Wage Earners in Automobile, Body and Parts Factories

	ALL FACTORY WAGE EARNERS		INDIVIDUAL WORKER AVERAGES			
Year	Average Employment ①	Total Payrolls ①	Weekly Earnings ②	Cost of Living ③	Weekly Purchasing Power ④	Hours per Week ⑤
1899	2,000	$ 1,321,000	$12.50	.....	.....	..
1904	12,000	7,159,000	11.50	.....	.....	..
1909	76,000	48,694,000	12.30	.....	.....	..
1914	127,000	101,927,000	15.40	.....	.....	..
1919	343,000	491,121,000	27.50	126.7	75.5	..
1921	213,000	318,753,000	28.80	131.2	76.4	..
1923	405,000	660,088,000	31.30	125.1	87.0	..
1924	377,000	594,464,000	30.30	125.3	84.1	..
1925	426,000	713,856,000	32.20	127.8	87.6	45
1926	422,000	687,648,000	31.30	128.6	84.7	..
1927	370,000	612,196,000	31.80	125.6	88.1	..
1928	435,000	747,344,000	33.00	123.7	92.8	44
1929	448,000	732,264,000	31.40	123.9	88.2	..
1930	323,000	431,080,000	25.70	119.9	74.6	35
1931	286,000	350,376,000	23.60	107.0	76.7	..
1932	244,000	254,592,000	20.10	93.9	74.5	30
1933	244,000	251,316,000	19.80	88.7	77.6	33
1934	381,000	447,460,000	22.60	92.7	84.8	32
1935	445,000	587,236,000	25.40	96.3	91.7	34
1936	459,000	674,492,000	28.30	98.6	99.8	37
1937	517,000	814,268,000	30.30	103.7	101.6	34
1938	305,000	454,064,000	28.60	101.8	97.7	31
1939	402,000	651,976,000	31.19	99.5	109.1	34
1940	465,000	824,096,000	34.08	100.2	118.3	36
1941	570,000	1,173,536,000	39.59	105.2	130.9	38
1942	508,000	1,339,832,000	50.72	116.5	151.4	44
1943	693,000	2,041,337,000	56.65	123.6	159.3	46
1944*	694,000	2,070,024,000	57.36	125.4	159.1	45

NOTE: Excludes employment in government-owned plants in 1941, 1942 and 1943.

①—1899-21 from U. S. Census of Manufactures, 1923 on from U. S. Bureau of Labor Statistics: Indexes times base figures from BLS Bulletin No. 610. ③—Payrolls divided by 52 times average employment

②—Special index prepared by U. S. Bureau of Labor Statistics for automotive cities. 1935-39=100. The standard BLS cost of living index has been used in 1939 and succeeding years.

④—Weekly Earnings divided by Cost of Living, 1935—39=100.

⑤—Weekly Earnings divided by Hourly Rates reported by U. S. Bureau of Labor Statistics.

*Preliminary

Associations of the Automobile Industry

See also pages 61-63

Automobile Manufacturers Association, Inc.

Offices: Headquarters: New Center Building, Detroit 2, Mich.; Branches: 366 Madison Avenue, New York, N. Y., and Transportation Building, Washington 6, D. C.

President: Alvan Macauley, Chairman, Packard Motor Car Company.

Advisory Vice-Pres.: Alfred Reeves.

General Manager: George Romney.

The Automobile Manufacturers Association is the organization through which the motor vehicle manufacturers of the United States cooperate on matters of common interest. It was organized in 1913 under the name of the National Automobile Chamber of Commerce (name changed to present one in 1934). The Association is the successor of the National Association of Automobile Manufacturers, the Automobile Board of Trade and the Association of Licensed Automobile Manufacturers.

Object: To represent the manufacturers of motor vehicles in all matters where cooperative activity is appropriate, efficient and economical and to serve as the clearing house for research and information on all subjects relating to motor vehicle production and distribution, and highway transportation.

Associations of the Automobile Industry

American Automobile Association

National Headquarters: Pennsylvania Avenue at 17th Street, N.W., Washington 6, D. C.

President: Henry J. Brunnier, 612 Sharon Bldg., San Francisco, Calif.

General Manager: Russell E. Singer.

The world's largest motor federation—composed of 640 motor clubs and branches and over 1,130,000 members. It is a national civic body, operating without personal profit and officered by responsible business and professional men.

Objects: Its objects, briefly stated, are:

To unite in one body all the automobile clubs and individual motorists in the country.

To secure reasonable and just legislation and to aid in proper enforcement of automobile laws and ordinances.

To secure the construction and maintenance of a system of highways adequate to the needs of motor transport.

To encourage travel by automobile, bus, steamship, rail and air, and to secure, prepare, and disseminate information relative thereto.

To support sportsmanlike contests and other movements that will advance motoring interests.

To develop service to motorists through clubs.

To promote highway safety by motorists and pedestrians, and to develop it among children through safety lessons, school boy patrols, and driver training.

To facilitate touring by Americans in foreign countries, furnish customs papers, driving licenses and necessary documents.

American Finance Conference

Offices: 1732-34 Burnham Bldg., 160 North LaSalle St., Chicago 1, Illinois.

President: George A. Bigley, Contract Purchase Corporation, Detroit, Michigan.

Chairman, Executive Committee: Byron S. Coon, General Finance Corporation, Chicago, Illinois.

Executive Vice President: Thomas W. Rogers, 160 North LaSalle Street, Chicago 1, Illinois.

A national trade association representing 380 automobile finance companies operating nearly 1000 offices in 46 states. Purpose is to promote the betterment of the business of its members by coordinating its forces for educational, legislative, defensive or other purposes, by aiding and cooperating with any movement beneficial to the automobile financing business.

American Trucking Associations, Inc.

General Offices: 1424 16th St., N.W., Washington 6, D. C.

President: Ted V. Rodgers.

Managing Director: John V. Lawrence.

General Manager: Ray G. Atherton.

The American Trucking Association, Inc., organized in Washington in September 1933, is composed of 52 regional and state motor truck associations, representing throughout the country all types and classes of truck owners and operators. It is a federation of associations, operating without profit and officered by truck operators for the purpose of protecting and promoting the interests of the trucking industry.

It is the recognized national spokesman for the trucking industry and contacts regularly all Federal departments in which arise matters pertaining to trucking and other forms of transportation. Since the inception of the war, the organization has greatly expanded its staff and activities in order to cope with operating, manpower, equipment, tire, fuel and other problems which have faced truck operators.

The organization finances and sponsors the national advertising and public relations programs of the trucking industry.

The Association of American Battery Manufacturers, Inc.

Executive Headquarters: 2706 First Central Tower Building, Akron 8, Ohio.

President: E. T. Foote, Globe-Union Inc., Milwaukee, Wisconsin.

Commissioner: V. L. Smithers, 2706 First Central Tower Building, Akron, Ohio.

The Association was organized in 1924.

Active membership is composed of manufacturers of wet storage batteries in North and South America.

Suppliers of materials used in the manufacture of wet storage batteries, and manufacturers of equipment used for direct servicing of storage batteries are admitted to associate membership in the Supplier Division.

Large merchandising outlets handling sales of private brand batteries are admitted to associate membership in the Merchandising Division.

The Association engages in promotion of activities of interest to the industry. Particularly active in standardization of batteries, battery testing, guarantee and adjustment policies, and educational programs which improve the care and servicing of batteries.

Automotive Electric Association

General Offices: 800 Michigan Building, Detroit 26, Michigan.

President: V. J. Lowenstein, Carter Carburetor Corp., St. Louis, Missouri.

Executive Secretary: S. W. Potter, 800 Michigan Building, Detroit 26, Michigan.

An international association composed of manufacturers of specialized automltive original equipment and whose membership also includes distributors and service stations in the field. The compilation of technical data and information pertaining to original equipment parts and units are some of the functions of the association.

Automotive and Aviation Parts Manufacturers, Inc.

formerly
Automotive Parts & Equipment Manufacturers, Incorporated

General Offices: 800 Michigan Building, Detroit 26, Michigan.

Washington Office: 1026 17th Street, N.W., Washington 6, D. C.

President: F. C. Crawford, Thompson Products, Inc., 2196 Clarkwood Road, Cleveland 3, Ohio.

General Manager: Frank Rising, 800 Michigan Building, Detroit 26, Michigan.

Assistant to Manager: Malcolm W. Welty, 800 Michigan Bldg., Detroit 26, Michigan

Washington Representative: C. O. Skinner, 1026 17th St., N. W., Washington 6, D. C.

Manager, Aviation Division: Edward L. Warner, Jr., 800 Michigan Building, Detroit 26, Michigan.

A national, non-profit trade association serving some 400 member plants engaged in the manufacture of automotive and aviation parts. Procures, compiles, digests and disseminates, through bulletin service and direct contacts, a wide variety

of information on such problems as governmental regulations on production, materials, manpower; labor relations; statistical data on payrolls, wage rates, employment, sales; and other matters affecting the welfare of the industry.

Automotive Safety Foundation

Headquarters: Tower Building, Washington 5, D. C.

Chairman of the Board and Treasurer: Paul G. Hoffman, President, The Studebaker Corporation.

Vice-Chairmen:
C. C. Carlton, Vice President, Motor Wheel Corp.
F. B. Davis, Jr., Chairman, U. S. Rubber Co.
A. O. Dietz, President, Commercial Investment Trust, Inc.
Frank Sheets, President, Portland Cement Association.
L. T. Kittinger, Vice President, Shell Oil Co.

President: Pyke Johnson

Vice President:
Norman Damon
G. Donald Kennedy

Secretary: D. C. Fenner, Vice President, Mack Manufacturing Corp.

Assistant Treasurer: Alfred Reeves, Advisory Vice President, Automobile Manufacturers Association.

Objectives: Safe and efficient use of streets and highways; sound and orderly development of highway facilities adequate to meet transportation needs; conservation of vehicles, fuel, tires, and roadways for essential war service.

Work of the Foundation is carried on through assistance to agencies and organizations in these fields, either in grants of funds or in professional staff services.

Automotive Trade Association Managers

General Offices: Suite 1310, 35 East Wacker Dr., Chicago 1, Ill.

President: W. A. Williamson, San Antonio, Texas.

Vice President: Louis Milan, Madison, Wisconsin.

Secretary-Treasurer: Edward L. Cleary, 35 E. Wacker Dr., Chicago, Illinois.

A National Association composed of managers of state and local automobile dealer associations.

Motor and Equipment Manufacturers Association

Executive Headquarters: 250 West 57th St., New York 19, N. Y.

President: John W. Anderson, President, The Anderson Co., Gary, Indiana.

General Manager: Albert H. Eichholz, 250 West 57th St., New York 19, N. Y.

National organization, functioning since 1904 representing interests of manufacturers of original equipment, replacement parts, accessories, shop equipment, service tools, and chemicals for the automobile, automotive, aircraft and marine fields. Maintains credit, export, sales development, trade and national shows, legislation and group activities departments.

Motor and Equipment Wholesalers Association

Executive Headquarters: Jackson-Franklin Building, 309 W. Jackson Blvd., Chicago 6, Ill.

President: Wm. P. Butt, Chesapeake Auto Supply Co., Norfolk, Va.

General Manager: B. W. Ruark, 309 W. Jackson Blvd., Chicago, Ill.

National organization representing interests of automotive jobbers, distributing merchandise generally as follows: Parts, equipment, accessories, and supplies in the automotive, aircraft and marine line.

Maintains an information bureau for members and disseminates information pertinent to operations of the automotive jobbing industry.

Conducts Collection Service, Adjustment Bureau, Merchandise Exchange Department, and Interchange of Members' Experiences Department. Also conducts margin check and manual of simplified presentations' services.

Special wartime services include priorities guide, bulletin services on wage and salary controls, WPB limitation orders, ODT rules and regulations, OPA price and rationing controls, Department of Commerce activities, etc.

Engaged in postwar planning which consists of dissemination of general information, market analysis surveys, studies in management, etc. Also conducts the Automotive Wholesale Trade magazine advertising program, featuring "Seven League Boots" as the symbol of the great steps the automotive wholesaler takes between the producer and service outlets and industrial users.

National Association of Motor Bus Operators

Headquarters: 831 Tower Bldg., Washington 5, D. C.

President: A. M. Hill, President, Atlantic Greyhound Corp., 1100 Kanawha Valley Bldg., Charleston, W. Va.

Vice-President: E. W. Wakelee, President, Public Service Corp. of New Jersey, 80 Park Place, Newark, N. J.

Secretary-Manager: A. W. Koehler, 831 Tower Building, Washington 5, D. C.

All activities that promote the welfare and prosperity of motor bus operators and of the bus industry as a whole are within the scope of the Association's program. These include national, state and municipal legislation, important litigation, the collection and dissemination of bus operating cost and tax data, and the distribution to the public of facts on the economy and convenience of bus travel.

With the entry of the United States into the second World War the Association has carried on important liaison activities on behalf of its members with the various war agencies to the end that these agencies recognize the important contribution to the war effort made by highway passenger transportation.

National Association of Taxicab Owners

(Affiliated with Cab Research Bureau, Inc.)

Headquarters: 850 Euclid Ave., Cleveland 14, Ohio.

Honorary President: W. W. Cloud.
President: John P. Wagner.
Vice-President: Harry C. Davis.
Treasurer: Russell Reel.
Honorary Secretary: J. G. Williams.
Secretary: L. W. Johnson.

Purposes: To afford members a medium of cooperation, and to collect and disseminate information that promotes the economical conduct of the taxicab business.

National Automobile Dealers Association

General Offices: 1026-17th St., N. W., Washington 6, D. C.

President: D. G. Kelly, Grand Forks, North Dakota.

Executive Vice-President: Ray Chamberlain, Washington, D. C.

First Vice-President: Lynn S. Snow, Oak Park, Ill.

Treasurer: C. B. Robertson, Jr., Richmond, Virginia.

Secretary: E. Jack Beatty, Denver, Colorado.

General Counsel: M. Robert Deo, Washington, D. C.

Object is promotion of automobile dealer business; constructive publicity on dealer aims; maintenance of high merchandising standards; research on selling opportunities of the business; study of markets and dissemination of facts concerning the same; guarding dealers' interests in all matters of governmental regulation, such as rationing, pricing, control of consumer credit, wages and hours, etc.; opposition to harmful legislation, support of good legislation, promotion of good roads and furthering highway safety.

National Council of Private Motor Truck Owners, Inc.

Headquarters: National Press Building, Washington 4, D. C.

President: A. M. Grean, Jr., Ward Baking Co., New York, N. Y.

Vice-Presidents: G. W. Laurie, Atlantic Refining Co., Philadelphia, Pa.; O. A. Brouer, Swift & Company, Chicago, Ill.; P. Arnold Anderson, Private Truck Owners Bureau of California, San Francisco, Calif.; E. M. Fetherston, Jr., Colonial Stores, Inc., Norfolk, Va.

Treasurer: Robert C. Hibben, International Association of Ice Cream Manufacturers, Washington, D. C.

Managing Director: Leon F. Banigan, National Press Building, Washington, D. C.

A national organization incorporated as a non-profit association under the laws of the State of New York, devoted to the preservation of the rights and abilities of private enterprise to operate commercial motor vehicles in agriculture and industry —to promote safe and economic use of such vehicles in the public service and in the war effort. Its membership comprises firms owning one or more trucks and national and state associations that represent them.

National Highway Users Conference

Headquarters: National Press Building, Washington 4, D. C.

Chairman: Alfred P. Sloan, Jr., Chairman of the Board, General Motors Corporation, New York N. Y.

Secretary-Treasurer: L. J. Taber, Master, The National Grange.

Chief of Information: (Temporarily in charge of N. H. U. C. activities): P. D. McLean, National Press Building, Washington 4, D. C.

Encourages the development of equitable policies of taxation for the use of public highways and endeavors to prevent imposition of unjust burdens upon highway traffic.

Serves as a clearing house for information on proposed national, state and municipal legislation affecting motor vehicle taxation and regulation and highway construction.

At national headquarters and through forty-six State Highway Users Conferences, by action of interested member groups, promotes wartime transportation by securing uniformity in sizes and and weights of motor vehicles and reciprocity among states in regard to license fees.

Is studying and issuing reports upon postwar highway planning.

National Standard Parts Association

General Offices: Thirty-Fifth Floor, Eight S. Michigan Ave., Chicago 3, Illinois.

President: W. J. Menghini, Springfield Auto Supply Co., Springfield, Ill.

Executive Vice-President: C. D. McKim, 35th Floor, Willoughby Tower, Chicago 3, Illinois.

Membership comprises corporations, firms or persons engaged in manufacturing and/or jobbing standard brands of automotive service parts, materials, shop tools and equipment.

Objects: The objects of the Association are to promote an enlarged acquaintance and a more friendly intercourse among its members and in all reasonable, lawful and proper ways to promote the best interests of the automotive service parts trade.

National Wheel and Rim Association

General Offices: 3315 Locust Blvd., St. Louis 3, Mo.

President: H. M. Young, Borbein Young & Co., St. Louis, Mo.

Active membership consists of firms engaged in the wholesale distribution of wheels and allied products; associate membership, the manufacturers of wheels for original equipment who sell replacement materials through distributors.

Objects: To promote the general welfare of the industry; exchange information among members; publish catalogs and sales promotion material; and encourage close friendly relations among the members by means of meetings at regular intervals and bulletin service between meetings.

The Rubber Manufacturers Association, Incorporated

General Offices: 444 Madison Ave., New York 22, N. Y.

President: A. L. Viles.

Secretary: R. H. Goebel.

A national trade organization embracing rubber manufacturers of the United States.

Its membership consists of 100 firms, and its object is to promote in all lawful ways the commercial interests of its members, and secure the advantages to be obtained through mutual cooperation, also to stimulate social intercourse among those connected with the rubber industry and commerce and in general for the promotion of the welfare of the rubber industry.

Society of Automotive Engineers, Inc.

General Offices: 29 West 39th St., New York, 18, N. Y.

President: W. S. James, South Bend, Ind.

Secretary and General Manager: John A. C. Warner.

Object of the Society is to promote the arts, sciences, standards, and engineering practices connected with the design, construction and utilization of automotive apparatus, all forms of self-propelled or mechanically propelled mediums for the transportation of passengers or freight by land and air, and internal combustion prime-movers. Publications are: Transactions (annual), S. A. E. Membership Roster (annual); The S. A. E. Journal (monthly); and S. A. E. Handbook, Standards and Recommended Practices (published annually); Aeronautic Material Specifications, Aeronautic Standards, Recommended Practices, and Information Reports (looseleaf).

INDEX

	Page
Accessories and Parts	44
Accidents	57
Aircraft	3, 4, 6, 8, 11, 16, 20
Age of Cars	28, 40
Assembly Lines	49
Automobile Manufacturers Assn.	2, 60
Automotive Council for War Production	14-18
Automotive Trade Associations	60-63
Buses	
Production	44
Registrations	43-48
Taxes	55
Use	22, 25, 26
Canada	
Production, Motor Vehicles	43
Registration	43, 46
Cities	
Buses	22-28
Street Construction	33, 40
Transportation	22-25
War Production	12
Conservation, Motor Vehicles	27
Dealers, Automobile	41
Diversion, Highway	36-39
Employment	
Earnings	60
Hours	60
Payroll	60
War Workers	9
Women	9
Engines, Aircraft	8
Exports	45
Factory Sales	42
Federal Aid Highways	32
Federal Aid for Highways	34, 35
Gasoline, Consumption	26
Gasoline, Tax	52-54
Group Riding	22, 27
Highways	29-40
Bonds, Outstanding	38
Built	30
Interregional System	32-33
Mileage	29-33
Federal Aid	32-35, 40
Expenditures	35-39
Income	35-37, 40
Mileage, Road	29-31
Parts, Automotive	44
Prices, War Products	6
Production	
Batteries	44
Buses	44
Cars	42
Parts	44
Trucks	42, 43
War Products	3-11
Registrations	
Buses	43, 46-48, 51
Cars	40, 46-51, 56
Trucks	46-51, 56
Roads, see Highways	
Sales	
Buses	44
Cars	42
Export	45
Parts	44
Trucks	42
War Products	3-11
Salvage of Metals	19
Scrap Metals	19
Subcontracting	12
Taxes	
Buses	55
Diversion	36-39
Excise	52
Gasoline	52, 53
Municipal	52
Registration Fees by Years	52-55
Tolls	52
Truck	54
Traffic Counts	24
Traffic Accidents	57
Transportation	
Bus	23, 25, 26
Cars	22, 24
City	23, 25, 26
Mileage	24, 27
Street Cars	23, 25, 26
Truck Assembly Lines	49
Use of Motor Vehicles	
Buses	22, 23
Cars	22, 24
Cities, in	22, 23-26
Conservation	27
Occupations	28
Traffic Counts	24
War Work, Cars	22
War Employment	9
War Plants, Automotive	12
War Production	3-21
Aircraft and Parts	3-5, 11, 20
Ammunition	3-5
Guns	3-5
List of War Products	20
Marine Items	3-5
Metal Working Industry	10
Military Vehicles	3-5
Miscellaneous	11
Number of Units Produced	8
Orders, War	13
Price, Index	6
Subcontracting	12
Tanks	3-5
World Registrations	46